

Hale East Extension – Area 1 Resume of feedback from the consultation

Residents were consulted in November 2018, December 2018 & January 2019 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 600 properties consulted, responses were received from 191, giving an overall response rate of 32%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Addison Road Residents – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Albert Road – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Albert Road East – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Ashley Road – 2% Response Rate – All Residents

The lack of response infers that the residents are coping with the current arrangements.

Broom Road – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Carver Road – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Cecil Road – 29% Response Rate

“Local business parking - visibility issues when leaving our drives”

“The biggest problem is that cars park on both sides of the road, meaning that on one side or another, vehicles have to have their wheels on the pavement, and it makes it very hard to drive down the road, as you are always meeting another vehicle coming the other way. We have off street parking and I don't wish to make life harder for people who need to park on the road. However, we also have a business in Hale, and commuters parking all day prevent customers from coming into the village. Therefore, I think a scheme which limits parking to perhaps two hours, and which also prevents parking on one side of the road, (or in variable stretches, on different sides of the road) so that only one line of cars can park - would be the best solution. Thank you.”

“Although we have off-street parking for 2 cars we require parking for family who provide child care, this is not possible much of the time. If the council sells off the fire station carpark on Cecil Rd this will push resident's cars onto the road. All residents with no off-street parking will result on street.”

“Other Parking - St peters assembly

We are in favour of permits. Cars owned by people coming into Hale to work (during weekdays in particular) are reg parked on footpaths both sides of Cecil road from end to end. Very often obstructing gateways and passage for prams and wheel chairs. This diminished rapidly when car park prices were increased and has remained when prices were reduced as people are discouraged a free alternative”

“Drive takes 2 vehicles - NO PROBLEMS THANK YOU”

Of those households that responded, 17 have issues with parking and 9 do not.

To summarise, Residents with off-street parking do not witness the struggles that residents have with no off-street parking. The section of Cecil Road with no restrictions or scheme show desire for a scheme.

Leigh Road – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Lisson Grove – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Westgate – 21% Response Rate – All Residents

“commuter parking - congestion caused by commuters - access to drives restricted.”

“Such a scheme is not necessary for this area, as it is far enough away from shops and schools to render any potential administration a largely pointless exercise. I would say the state of the roads is more of a priority for the council than trying to impose parking restrictions where there is not currently a problem.”

“Despite having recently paid for a white line on the road outside my driveway, cars regularly ignore it, making my entrance/exit difficult and dangerous as this affects my visibility. Outside my house (66 Westgate) the parking space available is too wide (1.5 car length) 'inviting' commuters to try to squeeze a second car and consequently they partially obstruct the white line outside my house. Solution: extending the double yellow line restriction present outside 64 Westgate so only 1 space is available outside my property.”

“Cars park right up to my drive making it impossible to reverse out, regardless of the H bar. Cars are parked Monday - Saturday 24hrs a day. There is a call centre on ashley hotel causing problems. The speed of vehicles on westgate is frightening.”

“Parking and speeding issue on westgate have reached such an appalling state we are now considering leaving the neighbourhood - Trafford council have failed us - permit parking is required.”

Of those households that responded, 12 have issues with parking and 4 do not.

To summarise, Residents concerns relate to speeding vehicles, general condition of the road and obstructive parking. HGV's (Amey bin wagons & gritters) speeding along westgate making the houses shake and vibrate – residents suggest a 20mph zone. Limited waiting to tackle commuter parking.

Belmont Road – 69% Response Rate

“Belmont Road is a quiet suburban street it is far enough away from Hale not to suffer from cars parked on it. Any parking scheme would be a huge inconvenience to the residents and is unappropriated”

“there is increasing problems with office workers from hale village parking during the day outside our home. There are even company vehicles from local estate agents parking overnight and effectively being stored/kept on local roads overnight”

“rarely used for parking”

Of those households that responded, 3 have issues with parking and 6 do not. The majority of properties have access to off-street parking therefore do not witness the wider parking issues in this area.

To summarise, increasing problems with inconsiderate/commuter parking, potential to displace if surrounding roads have schemes implemented. Not enough support to introduce a scheme on this road. Introduce double yellow lines on the bend of Belmont Road.

Broomfield Lane – 4% Response Rate

Of those households that responded, 1 have issues with parking and 1 does not. The majority of properties have access to off-street parking therefore do not witness the wider parking issues in this area.

To summarise, not enough feedback - lack of response infers that the residents are coping with the current arrangements.

Cambridge Road – 70% Response Rate

“Main problems are delivery vehicles at tesco which block the view when going down Ashley Road at times and cars parked on DYL outside their property often all day”

“We would prefer to see parking arrangements on Cambridge Road continue as they are.”

“We do not want a residents parking scheme. Most of the cars on the road stay all day. If they weren't there we would have a continuous stream of different cars visiting the local shops, so the street would still be full but busier, which is worse.”

“Double yellow lines on Belmont Road bend”

Of those households that responded, 5 have issues with parking and 9 do not. No desire for a scheme on this road.

To summarise, not enough feedback and lack of desire for a scheme. Double yellow lines on one side of the road with limited waiting bays to control commuter parking.

Crescent Road – 65% Response Rate

“Parking has become steadily worse over the last ten years. Visitors to the area often block my driveway resulting in me having to call the police. There is barely room to pass in the street at times. The addition of a 2 bay limited time parking area on what used to be DYL has made entry & exit from Crescent Road dangerous at times as there is not enough room to leave the outgoing/incoming carriage clear.”

*“Other parking - evening customers for restaurants
Local businesses should have reduced cost access to public car parks - for Staff.
Council should repaint white lines across drive access - widely eroded and frequently ignored. Tackle pavement parking”*

“Crescent road is used as a free carpark for local workers and visitors to hale village. The road is narrow and too much pavement parking, both making the road dangerous - difficulty to accept as there is a carpark 100yards away.”

“Please can I lobby for a permit parking scheme on Crescent Road”

Of those households that responded, 15 have issues with parking and 9 do not. Desire for a scheme on this road.

To summarise, there is enough desire from residents to implement a parking scheme. Crescent Road is very narrow, therefore encouraging vehicles to park on the footway, thus causing an obstruction to pedestrians. Also, double parking on the carriageway creating visibility issues when residents are using their drive ways and causing conflict between drivers as they are faced with head to head stand offs.

Ashley Court – 67% Response Rate (off Crescent Road)

“visitors/commuters causing obstruction”

“congestion by commuters”

Of those households that responded, 1 has issues with parking and 3 do not. No desire for a scheme on this road.

To summarise, if a scheme on Crescent Road is introduced, recommended to introduce the same scheme on Ashley Court – or prevent parking with double yellow lines on the access road into Ashley Court.

Grove Road – 28% Response Rate

Of those households that responded, 0 have issues with parking and 2 do not. No desire for a scheme on this road – Private Road.

Harrop Road – 24% Response Rate

Of those households that responded, 1 have issues with parking and 6 do not. Desire for a scheme on this road.

To summarise, there is no desire for a scheme on this road.

Hazelwood Road – 61% Response Rate

“support a parking scheme”

*“Other - people visiting shops etc
some other traffic calming on westgate and broomfield lane as very dangerous getting out of hazelwood at either end. This would be helped if parking restrictions at the ends of the road were enforced”*

“The problem residents have is that friends and family cannot visit during the day because of the parking problem and when I go to work in the morning I cannot find a parking space if I return before 5.30 as people leave their cars all day and get the train into Manchester”

“All houses in hazelwood road have driveways to accommodate 2/3 vehicles it is important to leave some roads available for people who work in the village.”

Of those households that responded, 7 have issues with parking and 1 does not. Desire for a scheme on this road.

To summarise, there is desire from residents to implement a scheme on this road. Limited waiting or RPS.

Leicester Road – 30% Response Rate

“Leicester road is fairly free from parking issues as it consists of large houses with private parking and would not require permit parking”

“Leicester Road definitely does not need a residents parking scheme at the moment. Care will need to be taken if parking restrictions are to be applied to nearby roads or their problems will be transferred to Leicester Road.”

“At the moment we have no parking problems but if permits are introduced lower down into Hale, people working in Hale will most likely start to use our road instead. I would prefer no permits on our road as we have off road parking and would prefer visitors to hopefully have the freedom to park outside.”

Of those households that responded, 0 have issues with parking and 12 do not.

To summarise, there is no desire from residents to implement a scheme on this road. Residents are coping with the current arrangements as the majority have access to off-street parking.

Millfield Court – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Murieston Road – 64% Response Rate

“I do not agree with residents parking scheme”

“Please could we have parking permits?”

“The parking on murieston road is employees who work in the village. Limited parking of 3 hours would get rid of the problem and allow visitors to park easily. I do not want permit parking as problems only occur between 9-5 week days”

Of those households that responded, 5 have issues with parking and 4 do not.

To summarise, Extension of existing limited waiting to control commuter parking, restricting parking on one side of the carriageway to allow safe passage of vehicles – subject to further consultation.

Ollerbarrow Road – 71% Response Rate

“School parents block our drive way when dropping and picking up children, cars left with people going to airport/holiday for up to two weeks at a time.”

“Along with the congestion am/pm caused by the drop off and pick up at the local school. There are often cars left for a weekend sometimes two, which I am convinced is people going on holiday from the airport and choosing to avoid paying long stay parking fees by parking on Ollerbarrow Road”

“We would be keen for our road to have permits introduced only if the restriction were enforced by the council effectively. Many commuters now park on our road and

sometimes even people who leave their cars while they go on holiday instead of paying for airport parking. The DYL are often not adhered to by parents of the local prep school - another issue”

Of those households that responded, 22 have issues with parking and 6 do not.

To summarise, desire from residents for a parking scheme on this road. Ollerbarrow is a target for commuter, airport, and church parking, adding to this congestion, inconsiderate parking associated with staff/parents from the school.

Prescot Road – 55% Response Rate

“do not need resident parking on my road”

“this proposal is completely ridiculous. There is no problem parking on Prescot Road, Belmont Road or Leicester Road. There is no difficulty with Driving or cars passing along Prescot Road, Belmont Road on Leicester Road. There is simply no problem that would justify the imposition of parking restrictions on a quiet residential street I can only assume it is a money generating scheme for the council, flying in the face of the wishes of local residents. PLEASE DO NOT IMPLEMENT THE SCHEME”

Of those households that responded, 0 have issues with parking and 5 do not.

To summarise, there is no desire/interest for a scheme on this road – majority of properties have access to off-street parking therefore do not witness parking issues on street – extend the limited waiting and increase from 1 hour to 2 hour stay.

Thorn Grove – 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements.

Summary

There is a mixed response with some streets strongly in favour of a residents parking scheme, whilst some streets were happy with the current situation.

Recommendations

It is recommended that options be developed to look at a residents parking scheme, with careful consideration on the possible effects any scheme would have on the surrounding streets. Some of whom were not in favour of a scheme. Associated waiting restrictions would also need to be considered.

Borough Road Extension – Area 2

Resume of feedback from the consultation

Residents were consulted in November 2018, December 2018 & January 2019 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 1500 properties consulted, responses were received from 195, giving an overall response rate of 13%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Balmoral Road Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Borough Road Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Charter Road Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Hale Road Residents – 12% Response Rate – 6 Residential & 1 Business

*“The house crowd currently have 20 staff that have cars and travel long distances. If we make all roads restrictions or parking permits they will have no place to park.”
(business)*

“permit parking does not solve parking issues !”

“We have a drive”

Of those households that responded, 1 business states that they have 20 staff members parking in a residential area. The 6 residents who responded, none of them have problems parking, more so obstructive parking.

To summarise, the lack of response suggests that there is little issue at this location – plus the residents who responded did not express issues when parking.

Hamon Road Residents – 0 Response

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Massey Road Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Mayors Road Residents – 2% Response Rate – 1 Resident

Existing scheme on this road – 1 respondent stated they have problems parking. The lack of response infers that the residents are coping with the current arrangements.

Money Ash Road Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Moss Lane (east) Residents – 10% Response Rate – 8 Resident & 2 Business

“Other - Alty football club

We have lived in the property 12 months and in that time, there have been 3 crashes outside. Supporters and people attending events held at alty FC. Also causes a problem. It is dangerous on the nearby business park, also park on the street during the day.”

“We have parking problems 7 days a week due to the community centre at the football ground plus home fixtures for alty fc. Also, the nearby businesses "AECOM" where by workers park during office hours and beyond”

“I do not want permit parking - it will deter customers from shops”

Of those households that responded, 2 businesses state that they would lose customers and do not support a scheme, 3 residents state they do not have problems with parking. 5 residents state that parking is an issue when a football match is on, and that commuter parking is growing.

To summarise, a scheme is currently on the west side of Moss Lane, extension of existing scheme, possibility of displacement parking to this area.

Stamford Park Road Residents – 8% Response Rate – 7 Resident & 2 Business.

“No need for parking restrictions as it would be very inconvenient for my visitors”

“Permits are not required, this is just a money generator”

Of those households that responded, 1 who lives within the currently scheme has suggested to change the operational hours, also, to apply to residents only. 4 residents stated they have problems parking and 3 residents have no issues with parking, with 2 business showing concern for their customers.

Stamford Park Infant School and Stamford Park Junior School are both situated on Stamford Park Road with no off-street parking for staff. Currently staff and volunteers parking on neighbouring roads taking away available parking space for residents – permits for the school?

To summarise, further consultation after development of a scheme and to address displacement parking if a scheme is introduced in neighbouring roads.

Urban Drive Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Urban Road Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

York Street Residents – 0 Response Rate

Existing scheme on this road - The lack of response infers that the residents are coping with the current arrangements.

Acacia Avenue Residents – 41% Response Rate – All Residents

“make car parks cheaper so workers and shoppers can park there instead of on road. Stop proposed closures of car parks in Hale village and sign post them properly. I do not want to pay for visitors to park when they come because the council have closed car parks”

“The biggest problem is when a football match is on. There needs to be more parking for supporters and less use of the surrounding roads. it is very difficult to negotiate roads on match days.”

“We have never had parking problems even on match days. We strongly object to the permit schemes/visitors cards. The cost to park is ridiculous and we strongly object to this. It appears to be another way of making money (like the green bin costs) and we already pay council tax and road tax”

Of those households that responded, 21 residents do not have problems when parking, 3 have problems when parking. residents who have issues trying to park suggest that airport parking is rife on this road.

To summarise, No desire for a scheme on this road.

Acacia Drive Residents – 50% Response Rate – All Residents

“We do not need a parking scheme on acacia drive which is a cul-de-sac instead of doing this I suggest you put up council tax by 30£ per year. This should help with you raising more money instead of having to keep coming up with new schemes to raise money. doing this only moves the problem to other streets where there is no scheme. THINK AGAIN THIS IS NOT NEEDED OR WANTED”

“concerned about displacement parking”

Of those households that responded, 4 residents do not have problems when parking.

To summarise, no desire for a scheme on this road.

Beech Road Residents - 50% Response Rate – All Residents

“Airport Parking/Neighbours/adjoining permit area parking - Local shops tend to have visitors for short stay 1-2 hours. School staff parking on cedar road & queens road. Permit parking for residents is desperately needed. My concern is the increased commercial investment in alty and residential properties/flats build/converted without parking spaces and the reducing public parking options, regent road, brown street, car parks”

“Other - Airport. The parking on beech road is chaotic, particularly from tram using commuters and the businesses at the hale road end of beech road. I regularly have to park 100m away from my property. Only last week someone left a car outside my house sat to sat for 7 days. presumably whilst on holiday. I believe residents should be offered 3 permits if required”

“I would welcome permit parking and waiting restrictions on beech road as we are the only local street without it so significant numbers on the road. I would like to request that I retain the H bar in front on my dropped kerb”

“We do not want controlled parking”

Of those households that responded, 5 residents do not have problems when parking and would not support a scheme, 34 have problems when parking and welcome a scheme on this road.

To summarise, Beech Road is one of the first streets adjacent to the existing parking scheme therefore displacement parking is affecting the residents of Beech road, adding to this, commuter parking, airport parking, football club parking. desire and need for a scheme on Beech Road.

Cedar Road Residents - 45% Response Rate – All Residents

“Permits are required and must be effective during evening hours low price for one permits and much higher price for another one. Maximum of 2 per household and areas not immediately outside homes should be free from restriction”

“We definitely need restricted permit parking on Cedar Road. It would help residents immeasurably.”

“I do not wish to pay for parking that does not guarantee a parking space”

“Why are residents having to pay to park - I oppose to the scheme”

Of those households that responded, 9 residents do not have problems when parking and would not support a scheme, 12 have problems when parking and welcome a scheme on this road.

To summarise, Cedar Road is one of the first streets adjacent to the existing parking scheme therefore displacement parking is affecting the residents of Cedar road, adding to this, commuter parking, airport parking & football club parking. Also situated on Cedar Road is a large school with no off-street parking, staff from the school are also competing for parking on this road. The responses on this road are fairly even, and therefore further investigations and consultation would be required.

Claremont Grove Residents – 62% Response Rate – All Residents

“other - airport - parent parking

Claremont grove is very narrow and is not suitable for double parking. Many cars are double parked too close to the junction with hale road, resulting in problems entering and exiting Claremont grove by residents. These cars are NOT residents in Claremont grove and often parked on the pavements causing problems for disabled pedestrians”

“school hours parking is very bad - bad condition of the road and footways”

Of those households that responded, 3 residents do not have problems when parking and would not support a scheme, 2 have problems when parking and welcome a scheme on this road.

To summarise, the desire on this road is outweighed by residents not wanting a scheme and having no problems when parking. Displacement parking could be an issue as surrounding roads have schemes implemented.

Golf Road Residents – 25% Response Rate – All Residents

“Football Ground Parking”

“Impossible to park”

Of those households that responded, 2 residents have problems when parking and would support a scheme. Golf road is adjacent to the football ground.

To summarise, Golf Road is adjacent to the football ground. Further consultation due to such a low response. The respondents show desire for a scheme.

New Copper Moss Residents – 7% Response Rate – All Residents

“I have no issues as I have an allocated parking space at my apartment. Any visitors are usually during the evenings when the commuters have gone home in their cars”

“I live in an apartment, every apartment has one parking space, I know some people in the apartments have more than one car, so I have to park on the road going into new copper moss. There is not a major problem at new copper moss, other than when road works were happening on moss lane and people were parking on the entrance road to new copper moss.”

“Other - visitors park on the road when the cars are parked on both sides of moss lane near the crossing at stamford park it can cause that part of the road to be too narrow for two lanes of cars to pass each other. Also not easy passing on the pavement”

Of those households that responded, 5 residents do not have problems when parking and would not support a scheme. 1 resident had problems negotiating the pavement due to parked cars.

To summarise, No desire for a scheme on this road.

Oak Road Residents - 37% Response Rate – All Residents

“Cars from Hale road park on Oak Road causing parking problems. I support the permit parking. Oak Rd has a block of flats who have their own parking, they too should not get a permit as they already have parking”

*“Other - Airport Parking
We find a lot of airport parking on oak road - where meet and greet companies leave cars for up to 3 weeks.”*

“Parking balances out well, at night we have residents parking their cars and during the day, a number of cars belong to school staff park in the street. No more than a dozen. Since making the street one way a number of years ago it had proved successful. I would say evening time is busiest and a number of residents have more than one car.”

“no problems with parking”

Of those households that responded, 7 residents do not have problems when parking and would not support a scheme. 13 resident had problems when trying to park.

To summarise, Oak road is situated adjacent to a school, residents are in competition for parking with commuters, airport parking and staff/parents associated with the school – Desire from residents for a scheme.

Peel Road Residents - 44% Response Rate – All Residents

“I don’t this peel road is wide enough for parking on for cars and vans – thankyou”

“Peel road should have more yellow lines I would support permits if the zone was for peel road only”

“No room for emergency vehicles to navigate 90% of residents are at the age of 70-85 years old and require access to these vehicles”

“it’s wrong to charge to park in our road - low income road/pensioners”

Of those households that responded, 2 residents do not have problems when parking and would not support a scheme. 11 resident had problems when trying to park.

To summarise, Peel Road is very narrow and heavily congested. Desire from residents for a scheme on this road.

Queens Road (incl. St Andrews Court) Residents - 52% Response Rate – All Residents

“no need for parking scheme on queen’s road”

“desperate for your help with parking”

“As this road is the closest non-restricted parking to the metro and bus station in Altrincham, commuters just leave their cars all day sometimes in 2 parking spaces with little regard for the people who live there. We have politely asked people to move their cars a little and not park inconsiderately only to get abuse. It’s very frustrating. There is a thick layer of mud and leaves which just stays all year as the council can never get a time when it’s not full to clear it.”

“We would welcome resi parking. The parking has got steadily worse over the last 6 years!”

“My daughter has cerebral palsy (disabled) and is two years old (not eligible for a disabled badge yet) we can rarely park on our street and carrying her and shopping is a danger and very difficult.”

Of those households that responded, 11 residents do not have problems when parking and would not support a scheme. 17 resident had problems when trying to park.

To summarise, the southern section of Queens road doesn’t seem to suffer from parking issues as they have space on their drive for more than one vehicle. The northern section does not have off-street parking therefore a desire for a parking

scheme, as the residents are in competition with commuters, football parking, and airport parking.

School Road Residents - 31% Response Rate – All Residents

“People leaving their cars and going to work in alty or local. Office staff parking. Would benefit the area, less congestion if the parking is residential.”

“don’t agree with paying to park on my road - if I was to pay to park I want to park close to my property”

“Other - football club/houses of moss lane moving to residents or permit parking is something we would welcome on this street. Parking over the past 2 years has become more of a problem especially cars who park here and are not residents”

Of those households that responded, 1 resident does not have problems when parking and would not support a scheme. 4 resident had problems when trying to park and would support a scheme.

To summarise, there is desire from residents to deter commuters etc from using this street as a car park.

St James Court Residents - 0 Response Rate

The lack of response infers that the residents are coping with the current arrangements – but I would suggest a 2nd consultation as this road is surrounded by roads with an existing scheme to determine the level of their parking needs.

Stanway Drive Residents – 50% Response Rate – All Residents

“extra DYL queens road/Stanway junction”

“include our road if scheme is extended”

“car park for staff at the local school (on our road) 50/50 of school staff and people from alty”

Of those households that responded, 3 residents do not have problems when parking and would not support a scheme. 2 residents had problems when trying to park and would support a scheme.

To summarise, junction protection at Stanway Drive/Queens Road junction

Summary

In general, the feedback highlighted that there are perceived congestion issues at school times due to parents/staff parking and there are problems with commuter parking from the football ground, park visitors and local businesses also. The overall support for this area seems to be the roads adjacent to the existing scheme (borough road extension) closer to the football ground who suffer from displacement & commuter parking.

Recommendation

It is recommended that options be developed to look at a residents parking scheme, with careful consideration on the possible effects any scheme would have on the surrounding streets, some of whom were not in favour of a scheme. Associated waiting restrictions would also need to be considered.

Urmston Town Centre – Area 3

Resume of feedback from the consultation

Residents were consulted in late November & December 2018; and January 2019 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 1200 properties consulted, responses were received from 565 frontages, giving an overall response rate of 47%. Please however note that a petition was received from residents of Beech Avenue and William Close stating their opposition to the scheme. The petition has not been included within the above figures however, individual questionnaire responses from the said roads have been taken into consideration.

In addition, several responses we received from plot holders from the Granville Road allotments.

Feedback: The analysis of the questionnaire responses and comments has been broken by road, along with individual recommendations. The recommendations are also illustrated on the attached drawing.

Newton Road – 41 residential properties – 14 responses (34%)

7 respondents have difficulty finding parking, 7 respondents do not have such difficulties; however, 10 respondents think nearby school is the cause of parking issues.

Summary: Traffic and parking issues associated with schools pick up and drop off times. Permit parking scheme not recommended.

Hereford Grove – 10 residential properties and a school – 5 responses (45%)

4 Respondents have difficulties finding parking for themselves and their neighbours, 1 respondent does not. All 5 respondents think nearby school is a contributor to the parking issues.

Summary: All day parking by school staff on this road. In addition, schools pick up and drop off parking issues. Residents' permit parking scheme would benefit residents.

Wycliffe Road – 41 residential properties and school & nursery – 7 responses (17%)

3 respondents have difficulty finding parking, 4 respondents do not have such difficulties; however, 5 respondents think nearby school is the cause of parking issues.

Summary: Traffic and parking issues associated with schools pick up and drop off times and all-day parking by school/nursery staff. Permit parking scheme not recommended due to low response rate

Ross Grove – 9 residential properties – 2 responses (22%)

Both respondents have difficulties finding parking for themselves and their visitors. Schools, commuters and local businesses are cited as contributors.

Summary: Scheme not recommended due to low response rate however, this position is to be reviewed should there be a scheme proposed on Wycliffe Road, Hereford Grove and Newton Road.

Roseneath Road -129 residential & business properties – 55 responses (43%)

Of those households that responded, 43 have issues with parking and 11 do not, 8 stated that the morning was an issue, 12 the afternoon, 26 the evening and 21 at any time. 25 stated that commuters were a problem, 36 said the school, 32 said neighbours and 25 said it was local businesses. In total, the residents that responded park 81 vehicles on street.

Summary: It is considered that the number of vehicles owned by residents exceeds the available road space as many properties do not have off street parking facilities. Parking issues are related to schools run, local businesses and a church.

Permit parking not recommended however, waiting restrictions in the form of junction protection would be beneficial at Roseneath Road/Flixton Road junction; Moorside Road/Roseneath Road junction protection to be extended on Moorside to promote visibility. Also, junction protection on side roads connecting Roseneath Road and Grosvenor Road could be looked at.

A One-way system (south to north direction) or point no entry at one of the ends to control vehicle movement on Roseneath Road could be considered as road is extensively used as a cut through.

Grosvenor Road – 93 residential properties – 49 responses (52%)

Of those households that responded, 38 have issues with parking and 11 do not, 14 stated that the morning was an issue, 11 the afternoon, 18 the evening and 25 at any time. 35 stated that commuters were a problem, 24 said the school, 24 said neighbours and 29 said it was local businesses. In total, the residents that responded park 86 vehicles on street.

Summary: Shoppers, local businesses, and weekend and night-time parking associated with bars and restaurants takes place on this road. Taking into consideration the number of people who state that they experience parking problems and the response rate, a residents' permit parking scheme is recommended for investigation.

Park Avenue – 4 residential properties – 1 response (25%)

1 response stating that there are no parking issues and that the small avenue can cope with the little parking that does take place.

Summary: Road has double yellow lines on one side. Permit parking scheme not recommended.

Moorside Road – not consulted - 5 responses

3 Respondents have difficulties finding parking for themselves, 2 respondents do not.

Summary: Resident's permit scheme not recommended. Review/extension of existing junction protection with roads on its southerly side recommended.

Flixton Road – 100 business properties – 17 responses (17%)

7 respondents have difficulty finding parking, 9 respondents do not have such difficulties.

Summary: Most frontages on this road are businesses. The consensus is against the introduction of scheme but more enforcement of the existing limited waiting restrictions. As a result, residents' permit parking scheme is not recommended.

Crofts Bank Road – numerous business and residential properties – 1 response

Summary: Permit scheme not recommended due to low response rate.

Primrose Avenue – 15 residential properties – 12 responses (80%)

7 Respondents have difficulties finding parking for themselves, 5 respondents do not.

Summary: Comments from respondents indicate that there is long-stay non-resident parking on this road. Taking this and the response rate into consideration, a residents' permit parking scheme is recommended.

Greenfield Avenue – 36 residential properties, a church and nursing home – 14 responses (39%)

9 Respondents have difficulties finding parking for themselves, 4 respondents do not.

Summary: Existing double yellow lines for the full length of on one side of the road. The road is used for all day parking by non-residents and there are concerns about parking when the food hall at the market area opens. Residents permit parking scheme recommended. Also look into extending the junction protection markings on the Derby Road junction.

Thorley Drive – 8 residential properties – 2 responses (25%)

1 Respondent has difficulties finding parking for themselves, 1 respondent does not.

Summary: Cul-de-sac off Greenfield Road. Junction protection recommended at junction with Greenfield. Residents' permit parking scheme must be introduced if Greenfield becomes permit parking as Thorley Drive would be likely to suffer from migration parking.

Ellaston Drive – 7 residential properties – 2 responses (29%)

1 Respondent has difficulties finding parking for themselves, 1 respondent does not; although both respondents find it difficult to find parking for visitors.

Summary: Junction protection at its junction with Greenfield Avenue to promote visibility. Residents' permit parking scheme must be introduced if Greenfield becomes permit parking as Ellaston Drive would be likely to suffer from migration parking.

Derby Road – 44 residential properties – 18 responses (41%)

3 Respondents have difficulties finding parking for themselves, 15 respondents do not.

Summary: Junction protection required at both ends of Derby Road and at Rowan Avenue junction. Residents generally not in favour of a scheme therefore permit parking not recommended. However, this will have to be reconsidered should a scheme be introduced on Greenfield.

Rowan Avenue – 9 residential properties - 5 responses (56%)

1 Respondent have difficulties finding parking for themselves, 4 respondents do not.

Summary: No support for scheme therefore scheme not recommended. However, this will have to be reconsidered should a scheme be introduced on Greenfield Avenue and/or Derby Road

Sylvan Avenue – 5 residential properties – 3 responses (60%)

All 3 respondents do not have difficulties finding parking.

Summary: No problems with parking on this cul-de-sac therefore scheme not recommended. Restrictions should be introduced should Rowan Avenue become permit parking as the 2 roads are linked.

Braddon Avenue – 10 residential properties – 6 responses (60%)

1 Respondent have difficulties finding parking for themselves, 5 respondents do not.

Summary: No problems with parking on this cul-de-sac therefore scheme not recommended. Junction protection at junction with Derby Road recommended. Permit parking restrictions should be introduced should Derby Road become permit parking.

Westbourne Road – 54 residential properties, a factory and events hall – 34 responses (61%)

7 Respondents have difficulties finding parking for themselves, 27 respondents do not.

Summary: Most residents state that they have not experienced any parking problems, although a few do state that there were some issues on Market days thus, they are wary of these parking/traffic issues returning when the new market opens. A permit parking scheme is not recommended, although it would be worth considering making the road one-way to deter cut through traffic avoiding the traffic lights at the Crofts Bank Road junction.

Brentwood Avenue – 9 residential properties – 7 responses (78%)

0 Respondents have difficulties finding parking for themselves, 7 respondents do not.

Summary: High response rate with all respondents not in support of a scheme, therefore permit parking is not recommended. This road should however be included in the scheme should there be any proposals on Westbourne Road.

Eastwood Avenue – 25 residential properties – 10 responses (40%)

0 Respondents have difficulties finding parking for themselves, 10 respondents do not.

Summary: Residents have no parking problems. Permit parking scheme not recommended.

Westbourne Park – 46 residential properties – 20 responses (43%)

2 Respondents have difficulties finding parking for themselves, 18 respondents do not.

Summary: No parking issues reported by residents with most not in favour of a scheme. permit parking scheme not recommended.

Oak Grove - 52 residential properties – 14 responses (27%)

6 Respondents have difficulties finding parking for themselves, 8 respondents do not.

Summary: Some parking issues acknowledged however the majority of the comments are not in support of a scheme. Furthermore, the response rate is low. Residents parking scheme not recommended.

Railway Road – 24 residential and business properties, including the market hall & market place – 20 responses (83%)

9 Respondents have difficulties finding parking for themselves, 11 respondents do not.

Summary: A number of small businesses on this road wary about the impact a scheme would have on them. Whilst it is accepted that parking can be difficult, particularly during market days, there is no overall support for a scheme. Comments are in favour of more policing of existing schemes. Residents' permit parking scheme not recommended. The road will greatly benefit from a renewal of existing markings.

Beech Avenue – 26 residential properties – 19 responses (73%)

0 Respondents have difficulties finding parking for themselves, 18 respondents do not.

Summary: 73% response rate with all respondents not in support of restrictions. Also, a petition from against the scheme signed by numerous residents. Permit parking scheme not recommended for this road.

William Close – 24 residential properties – 6 responses (25%)

0 Respondents have difficulties finding parking for themselves, 5 respondents do not.

Summary: Respondents acknowledge some issues with parking as some residents of Church Road also park in their cul-de-sac. Residents also included in the Beech Road petition against parking scheme. There is a low response rate, with no support for a scheme therefore permit parking not recommended.

Wendover Road – 27 residential properties – 7 responses (26%)

2 Respondents have difficulties finding parking for themselves, 5 respondents do not.

Summary: Low response rate with no majority support for a scheme. Residents' permit scheme not recommended.

Walmsley Grove – 37 residential properties – 15 responses (41%)

2 Respondents have difficulties finding parking for themselves, 13 respondents do not.

Summary: Issues with obstruction of drives but no support for a scheme. Also issues with parking at the junction of Church Road and Walmsley, reducing the road to a single track. Residents' permit parking scheme not recommended however, junction protection to replace single yellow line would enhance visibility and access.

Chetwynd Avenue – 10 residential properties – 2 responses (20%)

0 Respondents have difficulties finding parking for themselves, 2 respondents do not.

Summary: Low response rate and no support for scheme. Residents' permit parking scheme not recommended.

Shanklyn Avenue – 7 residential properties – 3 responses (43%)

0 Respondents have difficulties finding parking for themselves, 3 respondents do not.

Summary: Respondents not in support of a scheme. resident's permit scheme not recommended.

Springfield – 6 residential properties – 2 responses (33%)

0 Respondents have difficulties finding parking for themselves, 2 respondents do not.

Summary: Unadopted private road. Low response rate with respondents not in favour of restrictions. Residents' permit parking not recommended.

Royal Avenue – 22 residential properties – 8 responses (36%)

0 Respondents have difficulties finding parking for themselves, 8 respondents do not.

Summary: Existing single yellow line on both sides of this road. Residents permit parking scheme not recommended. Respondents in favour of more enforcement of existing restrictions.

Church Road – 70 residential and business properties including a nursing home – 26 responses (37%)

6 Respondents have difficulties finding parking for themselves, 20 respondents do not.

Summary: Respondents happy with current parking arrangements and do not think a scheme is needed. Concerns raised regarding lack of enforcement, which respondents believe would alleviate a lot of issues. Also requests for remarking of faded road marking. Residents permit parking scheme not recommended.

Station Road – numerous business properties – 1 response

Summary: Permit scheme not recommended due to low response rate.

Gloucester Road – 67 residential and business properties, including a garage – 23 responses (34%)

19 Respondents have difficulties finding parking for themselves, 4 respondents do not.

Summary: Low response rate with majority of respondents having issues with parking. Comments received are however mixed. There are existing limited waiting bays catering for businesses, with reports of breach of restrictions. Residents' parking scheme recommended due to proximity with town centre. Any proposal should review the existing restrictions.

Atkinson Road – 34 residential and business properties – 3 responses (9%)

1 Respondent has difficulties finding parking for themselves, 2 respondents do not.

Summary: Residents' permit parking scheme not recommended due to low response rate. However, some waiting and loading restrictions should be considered if a scheme is proposed on Gloucester Road.

Hampton Road – 32 residential properties – 18 responses (56%)

14 Respondents have difficulties finding parking for themselves, 4 respondents do not.

Summary: Respondents acknowledge parking issues however there is a mixed response regarding the introduction of a scheme. the Garage on Glebe Road is cited as a major contributor to the parking issues. Residents' parking scheme recommended due to proximity with town centre.

Glebe Road – 3 business properties – 1 response

The respondent has issues with parking.

Summary: Permit parking with some limited waiting recommended to tie in to Hampton road scheme recommendation.

Ashfield Road - 40 residential properties and a scouts group building – 11 responses (28%)

2 Respondents have difficulties finding parking for themselves, 9 respondents do not.

Summary: Acknowledgement that parking is sometimes a struggle, however no overall support for a scheme. Permit parking scheme not recommended.

Addison Road – 13 residential properties – 6 responses (46%)

2 Respondents have difficulties finding parking for themselves, 4 respondents do not.

Summary: Residents of Ashfield parking on Addison Road near the junction. No majority appetite for a scheme therefore residents' permit parking not recommended. Consideration of junction protection markings to promote access and visibility recommended.

Dorclyn Avenue – 8 residential properties – 3 responses (38%)

1 Respondents have difficulties finding parking for themselves, 2 respondents do not.

Summary: Reported parking issues associated with the scout hut and men's club. The concerns are primarily to do with junction and obstructive parking. Residents' permit parking scheme not recommended. Junction protection markings however promoted.

Stanley Grove – 3 residential properties – 2 responses (67%)

1 Respondents have difficulties finding parking for themselves, 1 respondents do not.

Summary: Private road where all residents have adequate parking. reported issues are pavement parking on Ashfield Road. Residents' permit parking scheme not recommended.

Central Drive – 24 residential properties – 3 responses (13%)

0 Respondents have difficulties finding parking for themselves, 3 respondents do not.

Summary: Low response rate, no reported parking issues. Residents' permit parking scheme not recommended.

Ciss Lane – 31 residential properties – 17 responses (55%)

1 Respondents have difficulties finding parking for themselves, 14 respondents do not.

Summary: Short duration parking problems at either end of the road linked with shop visitors. Junction protection markings needed as deterrence. No reported

parking issues on the road itself therefore residents' permit parking not recommended.

St. Clements Fold – 26 residential properties – 6 responses (23%)

1 Respondents have difficulties finding parking for themselves, 5 respondents do not.

Summary: Low response to consultation with comments stating that there is available off-street parking for all properties, albeit some inconsiderate parking does take place. No support for a scheme therefore residents' permit parking not recommended.

Summer Avenue – 22 residential properties – 5 responses (23%)

0 Respondents have difficulties finding parking for themselves, 5 respondents do not.

Summary: No significant parking issues. Residents' permit parking scheme not recommended.

Higher Road – 45 business and residential properties – 9 responses

5 Respondents have difficulties finding parking for themselves, 4 respondents do not.

Summary: Most premises on this road are businesses, as such there is no appetite for a permit scheme. representations have been received from some residents occupying a row of terraced properties (92 – 100 Higher Road) who are very much in favour of a scheme as vehicles park in front of their properties.

Recommendation; Permit scheme not required however consideration to be for a permit bay in front of 92 – 100 Higher Road.

Stretford Road - 59 business and residential properties – 7 responses (12%)

2 Respondents have difficulties finding parking for themselves, 5 respondents do not.

Summary: Low response rate and no overall support for a scheme. residents' permit scheme not recommended.

Summary

Although residents reported some issues with parking, there was a high level of opposition to a residents parking holders scheme, including 2 petitions.

Recommendation

Due to the wide scale opposition to a residents parking scheme it is not recommended to progress this matter any further.

Baxter Road – Area 5

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 680 properties consulted, responses were received from 163, giving an overall response rate of 24%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Baxter Road Residents – 56% Response Rate – All Residential

“We are close to a metrolink station so do have commuters parking here. I am in favour of a permit scheme as my wife and I are blue badge holders and can only park one vehicle on the drive and would like to park the other one outside”

“The road is busy at school times but we always manage to park somewhere so there is no need for a permit scheme as it would only push the parking elsewhere”

“Residents have converted gardens to driveways and then do not use them”

Of those households that responded, 6 have issues with parking and 23 do not, 3 stated that the morning was an issue, 3 the afternoon, 3 the evening and 5 at any time. 7 stated that commuters were a problem, 9 said the school, 5 said neighbours and 2 said it was local businesses. In total, the residents that responded park 26 vehicles on street.

To summarise, most respondents agree that there is some parking congestion at school times but that they cope with it as it occurs over a short space of time. Some also agree that the area is used by commuters and that residents themselves also cause some of the issues by not using their driveways. It would appear that most would like the area to be left as it is.

Stamford Place Residents – 21% Response Rate – All Residential

“We struggle for parking when we have builders working on our house”

Of those households that responded, 3 have issues with parking and 3 do not, 1 stated that the morning was an issue, 1 the afternoon, 2 the evening and 3 at any time. 4 stated that commuters were a problem, 3 said the school, 1 said neighbours and 5 said it was local businesses. In total, the residents that responded park 2 vehicles on street.

The lack of feedback suggests that there are few issues with the current situation.

Montague Road Residents – 33% Response Rate – All residential apart from 1

“A local business parks vehicles on our road for 5 to 10 days in a row. If they did not park there, there would be no parking issue”

“People park too close to the driveway”

“Do not penalise residents as the problem is that too many flats have been built with not enough parking”

To summarise, the issue appears to be attributed to one particular local business and introducing parking restrictions will displace the issue elsewhere.

Marlborough Road Residents – 18% Response Rate – 6 Residential & 1 School

“There has been a recent increase in commuter parking over the last 2 years and visitors now find it more difficult to get a space”

“We are a primary school in the heart of the town centre. The surrounding roads are used all day by commuters, however, we feel that parking permits may cause some parents to park carelessly within the surrounding area. We feel that a “One Way” traffic system on Montague Road and Marlborough Road would be beneficial”

Of those households that responded, 3 have issues with parking and 4 do not, 2 stated that the morning was an issue, 2 said the afternoon and 1 stated anytime. 4 stated that commuters were a problem, 5 said the school, 2 said neighbours and 2 said it was local businesses. In total, the residents that responded park 10 vehicles on street.

To summarise, the lack of response suggests that there is little issue but it might be beneficial to explore the suggestion for “One Way” traffic on Marlborough Road and Montague Road.

Kelvin Avenue Residents – 17% Response Rate – All Residential

No issues were reported within the feedback. The lack of response infers that the residents are coping with the current arrangements.

Wardle Road Residents – 9% Response Rate – All Residential

“Students and visitors of Sale Grammar school park on the road”

“Some issues at school times but a permit scheme will cause displacement and will be of little benefit”

“We do not have a problem with parking, this is just a money making scheme”

Of those households that responded, 3 have issues with parking and 20 do not, 3 stated that the morning was an issue, 4 said the afternoon, 1 said the evening and 1 said at any time. 4 stated that commuter parking was a problem, 5 said the school, 2 said neighbours and 1 said it was local businesses. In total, the residents that responded park 11 vehicles on street.

To summarise, there are some issues with inconsiderate parking close to driveways but a lack of feedback and concerns about parking displacement means that any potential scheme on this road is unlikely to garner support.

Holmefield Residents – 24% Response Rate – All Residential

“Some inconsiderate parking causes access issues but we do not want permit parking. Perhaps a yellow line down one side would help”

“There are already too many parking restrictions in Sale. A permit scheme would be detrimental to residents and businesses”

Of those households that responded, 1 has issues with parking and 8 do not. 2 stated that parking was a problem at any time. 2 stated that commuters were a problem, 1 said the school, 1 said neighbours and 2 said local businesses. In total, the residents that responded park 9 vehicles on street.

To summarise, it would seem that most residents on Holmefield do not perceive there to be a parking problem. However, it might be beneficial to investigate further the suggestion of implementing a restriction on one side in order to prevent double parking and improve access to and along the highway.

Broomville Avenue Residents – 31% Response Rate – All Residential

“No need for a parking scheme as there is always somewhere to park”

“The only time it gets busy is school times. Cars park opposite each other and junction protection is needed at Wardle Road”

Of those households that responded, 1 has issues with parking and 11 do not. 2 stated that parking was a problem in the morning and 2 said the afternoon. 2 stated that commuters were a problem and 2 said the school. In total, the residents that responded park 4 vehicles on street.

To summarise, it seems that most residents do not realise a problem on Broomville Avenue but there might be some scope in investigating whether junction protection at its junction with Wardle Road might be beneficial.

Handel Mews Residents – 25% Response Rate – All Residential

To summarise, none of the respondents reported any parking issues, however, it was pointed out that the parking areas do not form part of the adopted highway and are actually on private land.

Highfield Avenue Residents – 27% Response Rate – All Residential

“Parking is busy but not a problem”

“Can be an issue if an event is on at Sale Grammar School”

To summarise, it seems that most residents would rather maintain the current situation.

Norman Road Residents – 44% Response Rate – All Residential

“No need for parking restrictions as it would be very inconvenient for my visitors”

“Permits are not required, this is just a money generator”

Of those households that responded, none had any particular issues with parking.

To summarise, it seems that most residents would rather maintain the current situation.

Northwood Grove Residents – 33% Response Rate – All Residential

“We do not want a parking scheme on this road”

“Commuters can park all day, I would support a permit parking scheme”

“Some residents have too many cars for the space on their driveways”

Of those households that responded, none had any particular issues with parking.

To summarise, it seems that other residents may be the cause of any perceived parking problem and the majority of respondents would rather not impose parking restrictions.

Abington Road Residents – 39% Response Rate – All Residential apart from 1 where a childminder operates

“School and nursery staff park all day and then parents and guardians at peak times”

“No need for permit parking as there has never been a parking problem in this area”

“The road is too narrow for permit parking on both sides so it would displace some parking to other areas”

Of those households that responded, 4 have issues with parking and 11 do not. 1 stated that parking was a problem in the morning, 1 said the afternoon, 1 said the evening and 2 said any time. 3 stated that commuters were a problem, 3 said the school, 2 said neighbours and 4 said local businesses. In total, the residents that responded park 19 vehicles on street.

To summarise, it seems that some residents experience issues at school times but in general, there would be no support for a permit parking scheme.

Summary

In general, the feedback highlighted that there are perceived congestion issues at school start and end times and there are pockets of commuter parking for the tram and local businesses. However, the overall feedback does not appear supportive of the introduction of a permit parking scheme.

Recommendations

- Due to the lack of support for a scheme, it is recommended not to progress with a permit parking scheme.
- Existing yellow line road markings in the area should be renewed where necessary, as some look to be in a state of disrepair and could possibly be difficult to enforce.
- Consider extending the existing junction protection on Wardle Road, opposite the junction with Broomville Avenue (This can be added to the TRO priority, which determines the annual programme).

Hartington Road / Churchill Road – Area 6

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 610 properties consulted, responses were received from 218, giving an overall response rate of 36%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Lindsell Road Residents – 50% Response Rate – All Residential except for 2 properties that act as a business premises also

“Manchester Road residents park on both sides of the “One Way” section”

“Local garages park cars for sale on the road as well as staff vehicles”

“Permit scheme not required at all, this is ridiculous”

Of those households that responded, 13 have issues with parking and 45 do not, 5 stated that the morning was an issue, 4 the afternoon, 4 the evening and 12 at any time. 4 stated that commuters were a problem, 4 said the school, 3 said neighbours and 10 said it was local businesses. In total, the residents that responded park 53 vehicles on street.

To summarise, most residents feel that there are no parking issues on this road. However, those that do experience issues feel that is it attributed to residents from Manchester Road and a permit scheme is unlikely to assist with this issue as it is assumed that those properties on Manchester Road that have no access to off road parking and have existing parking restrictions outside their properties, will be eligible to join any potential scheme.

St Albans Crescent Residents – 46% Response Rate – All Residential

“I will never pay the council to park outside my home”

“No problems with parking here”

Of those households that responded, 1 has an issue with parking and 15 do not, 1 stated that the afternoon was an issue and 2 said the evening. 3 stated that

neighbours were a problem and 1 said it was local businesses. In total, the residents that responded park 21 vehicles on street.

It would seem that most residents do not realise a parking problem on St Albans Crescent and would therefore be unsupportive of a permit parking scheme.

Irwin Road Residents – 37% Response Rate – All Residential except for one which is also a business premises

“I object to people parking on the footway”

“Properly monitored waiting limits should alleviate the problem, current Double Yellow Lines on the corners are never enforced”

“People from other streets park here”

Of those households that responded, 2 have issues with parking and 15 do not, 1 stated that the morning was an issue, 2 the evening and 3 at any time. 3 stated that commuters were a problem, 4 said neighbours and 2 said it was local businesses. In total, the residents that responded park 6 vehicles on street.

To summarise, most residents feel that there are no parking issues on this road. However, those that do experience issues feel that it is attributed to residents from other roads and a permit scheme is unlikely to assist with this issue. Issues were also raised regarding a lack of enforcement of existing restrictions.

Dawson Road Residents – 73% Response Rate – All Residential

“Nearby businesses are causing the problem, the chemist and Nisa shop”

“People from other streets park here”

“Current Double Yellow Line restrictions are not enforced”

Of those households that responded, 9 have issues with parking and 7 do not, 3 stated that the morning was an issue, 4 the afternoon, 3 the evening and 5 at any time. 2 stated that commuters were a problem, 1 said the school, 4 said neighbours and 9 said it was local businesses. In total, the residents that responded park 40 vehicles on street.

To summarise, some residents are experiencing issues with parking associated with the local businesses and residents of other streets. A permit parking scheme is unlikely to solve this issue as limited parking would likely be permitted for the businesses and any permit parking zone would allow residents from other nearby streets to park on any road within the zone. Issues were raised regarding a lack of enforcement of existing restrictions.

Princess Street Residents – 33% Response Rate – All Residential

“Permit parking will be detrimental to the area”

“This would move the problem further away”

Of those households that responded, 1 has an issue with parking and 5 do not, 1 stated that the morning was an issue, 1 the afternoon and 1 the evening. 1 stated that commuters were a problem and 1 said it was local businesses. In total, the residents that responded park 9 vehicles on street.

To summarise, the majority of residents are not currently experiencing any issues with parking and would be unsupportive of the introduction of a permit parking scheme.

Sinderland Road Residents – 20% Response Rate – All Residential except for 1 business

“The value of the house would reduce if a permit scheme were to be introduced”

“People already park on the single and double yellow lines and they are never enforced”

“Local businesses cause parking issues”

“Some residents have no on street parking near to their properties, please consider them in any potential scheme”

Of those households that responded, 11 have issues with parking and 9 do not, 2 stated that the morning was an issue, 1 the afternoon, 6 the evening and 8 at any time. 3 stated that commuters were a problem, 1 said the school, 9 said neighbours and 6 said it was local businesses. In total, the residents that responded park 19 vehicles on street.

To summarise, the problems occur mostly in the evening or at any time. This suggests that the issues are likely to be caused by residents in the area needing to park more vehicles than there is on-street capacity within their own road. There are also issues raised with the lack of enforcement of the existing restrictions.

Huxley Street Residents – 33% Response Rate – All Residential except for 1 business

“There are only 9 properties, but we struggle to park because people from other roads park here”

Of those households that responded, 4 have issues with parking and 1 does not, 4 stating that issues can be experienced at any time. 2 stated that commuters were a problem and 4 said it was local businesses. In total, the residents that responded park 4 vehicles on street.

To summarise, Huxley Street is experiencing overspill residential parking from other roads within the area.

Hartington Road Residents – 14% Response Rate – All Residential

“Local garage workers park in resident’s spaces. I have to park ¼ mile away”

“Neighbours have more than 1 vehicle and even park on Double Yellow Lines”

Of those households that responded all have issues with 1 stating that the morning was an issue, 1 saying the afternoon and 2 at any time. 1 stated that commuters were a problem, 2 said neighbours and 2 said it was local businesses. In total, the residents that responded park 4 vehicles on street.

To summarise, the lack of responses suggests that there are no parking issues realised on Hartington Road.

Salisbury Road Residents – 31% Response Rate – All Residential

“Parking problems caused by the local football club in the evenings and at weekends”

“We need permit parking but must prohibit the residents in the flats from being able to park within the scheme”

Of those households that responded, 8 have issues with parking and 1 does not, 1 stated that the morning was an issue, 1 the afternoon, 2 the evening and 8 at any time. 6 stated that commuters were a problem, 2 said the school, 3 said neighbours and 7 said it was local businesses. In total, the residents that responded park 13 vehicles on street.

To summarise, there are issues created by the local football ground and also some overspill parking from other residential areas. However, any evening or weekend restrictions are likely to displace the parking to the next unrestricted residential area.

Churchill Road Residents – 41% Response Rate – All Residential

“Some cars are left for up to 2 weeks”

“I have a disabled space, but none blue badge holders use it”

“Residents from Manchester Road park on our street and this will worsen once the flats are built at the junction of Hartington Road”

Of those households that responded, 10 have issues with parking and 4 do not, 7 stated that the morning was an issue, 8 the afternoon, 5 the evening and 9 at any time. 8 stated that commuters were a problem, 4 said the school, 6 said neighbours and 9 said it was local businesses. In total, the residents that responded park 20 vehicles on street.

To summarise, it appears that Churchill Road is used for parking by commuters and overspill from other residential areas. There are also concerns about the impact of the new development at the junction of Hartington Road and the lack of adequate parking provision for this development.

Balfour Road Residents – 43% Response Rate – All Residential except for 1 business

“9am to 6.30pm would be a perfect time for permits. Problems with parking due to the business located at the end of the road”

“Daytime parking is not a problem. There is sufficient parking available and as a business that has been located here for 50 years, we need available parking close to our premises or our business would be severely effected”

Of those households that responded, none have any particular issues with parking but 1 stated that the morning can be an issue and 1 said the afternoon. 2 stated that local businesses were the issue. In total, the residents that responded estimate that up to 30 vehicles are parked on street on a regular basis.

To summarise, it appears that some residents on Balfour Road object to short term customer parking associated with the business located on Balfour Road. However, any permit parking scheme would likely need to permit limited waiting to allow for customer turnover for the business. Therefore, a permit parking scheme would be unlikely to assist in this instance.

Beaconsfield Road Residents – 27% Response Rate – All Residential

“No to parking restrictions”

“Too many houses and apartments have no parking”

“We have no problems, even when the football is on”

Of those households that responded, 4 have issues with parking and 6 do not, 1 stated that the morning was an issue, 1 the afternoon and 4 the evening. 3 stated that commuters were a problem, 3 said neighbours and 4 said it was local businesses. In total, the residents that responded park 29 vehicles on street.

To summarise, the lack of response suggests that there would be limited support for any parking measures.

Eastdale Place Residents – 41% Response Rate – All Residential

“Residents from Manchester Road and users of the football field park here”

“Do not feel that permit parking is necessary, and I am opposed to such a proposal”

Of those households that responded, 5 have issues with parking and 2 do not, 1 stated that the afternoon was an issue and 4 said at any time. 3 stated that commuters were a problem, 4 said the school, 2 said neighbours and 4 said it was local businesses. In total, the residents that responded park 6 vehicles on street.

To summarise, it appears that Eastdale Place is used for overspill parking from other residential areas and users of the football field. However, any permit parking scheme would likely allow for residents of Manchester Road, so its introduction may not solve the issue.

Manchester Road Residents – 29% Response Rate – 14 residents, 4 businesses and 1 property that acts as both residential and business

“The new flats off Hartington Road are surely going to increase the demand for parking”

“People from other roads park on our road, there is not enough space for number of houses”

“Staff would have nowhere to park and this would be detrimental to our business”

Of those households that responded, 14 have issues with parking and 5 do not, 2 stated that the morning was an issue, 3 the afternoon, 3 the evening and 13 at any time. 6 stated that commuters were a problem, 4 said neighbours and 11 said it was local businesses. In total, the residents that responded park 38 vehicles on street.

To summarise, it appears that residents and businesses located on the restricted section of Manchester Road rely heavily on being able to park vehicles within the surrounding residential roads. If a permit parking scheme were to be progressed, those properties located on Manchester Road should be considered / included.

Summary

In general, the feedback highlighted that there are issues with residents from other local roads parking on roads that they do not reside on. This is likely due to a high level of car ownership and existing restrictions within the area. There are also localised issues with some of the local businesses and overspill staff parking as well as evening and weekend parking associated with the local football ground.

There are concerns regarding lack of enforcement of the existing restrictions in the area and the abuse of them by local residents in the evenings. However, it is suggested that could be out of necessity because of a sheer lack of on-street capacity for the amount of vehicles associated with residents and their visitors. The restrictions located at the junction of Lindsell Road / Manchester Road and Sinderland Road / Dawson Road appear to be of sufficient length to maintain access and visibility. Therefore, there is no scope to reduce in order to provide more on-street parking capacity.

The overall feedback does not lend itself to the introduction of a permit parking scheme as the issues are mostly associated with residents and their visitors.

Recommendations

There so desire by residents for a residents parking scheme and hence it is not recommended to pursue a scheme.

- Trafford Council’s Planning enforcement or other relevant team to investigate the concerns regarding local car dealerships advertising cars for sale on the public highway on Lindsell Road.
- Report concerns regarding lack of enforcement of existing waiting restrictions to Trafford Council’s parking services team for action or inclusion within an enforcement rota.

Ashley Road – Area 7

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 550 properties consulted, responses were received from 130, giving an overall response rate of 23.6%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Ashley Road – 16 Responses – 15 Residential, 1 Business

“WE PARK ON NEIGHBORING STREETS AS THERE IS A 8-6 RESTRICTION. 80-88 SHOULD BE PROVIDED WITH A PERMIT TO PARK ON NEIGHBORING STREETS AS WE DO NOT HAVE PARKING.”

“The proposed development on brown street car park will make it even more difficult for local residents to park anywhere near their homes. We need residents parking only.”

“Regarding question 3, the daytime is worse usually due to commuters. Limited waiting places or waiting restrictions would not help local residents at all who more often than not need to leave their vehicles parked all day.”

“Not enough spaces for the cars.”

Of those households that responded, 13 have issues with parking and 3 do not, 5 stated that the morning was an issue, 6 the afternoon, 3 the evening and 6 at any time. 7 stated that commuters were a problem, 1 said the school, 4 said neighbours and 7 said it was local businesses. In total, the residents that responded park 10 vehicles on street.

To summarise, most respondents agree that residents permit parking is required as the residents of Ashley Road rely on the neighbouring streets to park their vehicle as they have no parking. Most agree that the area is used by commuters and local businesses in Altrincham town centre.

Bath Street – 2 Responses – 1 Residential, 1 Business.

“Parking in hale is essential to businesses and staff. The car park is required as is the 2 hour waiting period as there is already a shortage of parking. Parking needs to increase in the area.”

“I OFTEN HAVE TO USE THE BROWN STREET CAR PARK.”

Of those households that responded, 1 have issues with parking and 1 does not, 0 stated that the morning was an issue, 1 the afternoon, 0 the evening and 0 at any time. 1 said neighbours and local businesses were causing the problem. In total, the residents that responded park 1 vehicles on street.

From the feedback received, the responses are addressing the issue of the Brown Street car park closing rather than the need for Permit Parking.

Bold Street - Residents – 12 Responses – All residential apart from 1

“Permit Parking is the cause of most problems, before it was introduced, the parking after 7pm is the same as it is now. If Brown Street is closed some people wouldn't have a place to park. The Scheme would make it worse”

*“WHY IS THERE A MAXIMUM NUMBER OF VISITOR PASSES?
WE LIKE THE EXTRA SPACE IN CAR PARK.
BEHIND OUR ROAD IS NONE PERMIT, COULD THIS BE PERMITTED?”*

“Neighbours have too many cars. Inconsiderate parking. The car park closing will cause more problems.”

“Inconsiderate Parking. I am unable to park on the street after 8 when the parking is free therefore have to use the brown street carpark.”

Of those households that responded, 9 have issues with parking and 3 do not, 0 stated that the morning was an issue, 1 the afternoon, 10 the evening and 0 at any time. 7 said neighbours and 3 said local businesses were causing the problem. In total, the residents that responded park 12 vehicles on street.

To summarise, most respondents are disappointed that the local car park is to shut down, which would lead to parking on the neighbouring streets by non-residents. However the permit parking scheme would be put in place to allow parking for residents only.

Brown Street – 7 Responses – 6 Residential, 1 Business.

“Parking should be residents only at all times, enforced 24/7. No space to park at night on our street. High proportion of vehicles occupying spaces without residents permits.”

“The brown street car park should remain. If the scheme is effective where will those who attend the bowling park?”

"We are currently in zone T and have to put up with the 2hr no return 2hr restriction. This makes it impossible to park therefore we park on willow tree road. And with the brown street car park closing it will be impossible to park. Can you remove the 2hour zone and extend the restriction to the evening."

Of those households that responded, 7 have issues with parking and 1 does not, 0 stated that the morning was an issue, 0 the afternoon, 3 the evening and 5 at any time. 6 said commuter parking, 6 said neighbours having too many cars and 3 believe local businesses were causing the problem. In total, the residents that responded park 10 vehicles on street.

From the feedback received, most of the responses find it difficult to park their vehicle on the road they live on in the evening or at any time. The parking difficulty in the evening is due to the residents having too many cars therefore finding it difficult to find a parking space. Some mentioned at any time, this is as the brown street car park is located on this street and once the car park is full the overflow is on the neighbouring streets.

Byrom Street – 10 Responses – 10 Residential, 1 Business.

"Sundays are the worst - 7 day permit please."

"Most people have parking and drives."

"The lack of permit requirements results in increase of visitor parking, causing congestion. Permits should be 7 days a week."

"USE WILLOW TREE ROAD TO PARK IF SPACE IS NOT AVAILABLE. AS BYRON STREET ACTS AS A OVERFLOW."

Of those households that responded, 6 have issues with parking and 4 do not, 0 stated that the morning was an issue, 1 the afternoon, 6 the evening and 0 at any time. 3 said commuter parking and 4 believe neighbours having too many cars were causing the problem. In total, the residents that responded park 10 vehicles on street.

From the feedback received, some of the residents find it difficult to park during the evenings. I believe this issue is caused by residents having too many cars all coming home at the same time and due to having too many cars not being able to find a parking space.

Culcheth Street – 8 Responses – 5 Residential, 3 Business.

"There is enough parking for residents and visitors. Not enough parking for the school of the bowling club. I cannot park outside my house after 8pm which is ridiculous."

"Myself and a number of residents would like to object to the parking permit being introduced on Culcheth road. If the scheme is introduced it should be only for the weekdays as parking on the weekend is okay."

"We have lived here 27 years apart from the odd occasion, do not have a problem with parking. We do not want to pay for parking that doesn't guarantee a space near our house. No need for this scheme."

Of those households that responded, 5 have issues with parking and 3 do not, 4 stated that the morning was an issue, 4 the afternoon, 0 the evening and 2 at any time. 6 said commuter parking and 1 believe neighbours having too many cars, 3 said the nearby school and 5 state the local business were causing the problem. In total, the residents that responded park 6 vehicles on street.

From the comments received, some of the residents find it difficult to park during the evenings due to the bowling school. However, the comments suggest there is no need for a permit scheme.

Hale Road – 2 Responses – 1 Residential, 1 Church.

*“Baptist church: We have taken steps to help with parking on Sundays.
Access to the car park of Bowdon Prep. (Ashley Road)
Access to the car park of TWR radio.
Parking difficult when people attend church, only have 2 permits.
Provide cycle stands at the church. shouldn’t shut down Brown Street.”*

Of those households that responded, 1 have issues with parking, the resident stated that it is an evening issue and the church said the issue is morning and afternoon. Both believe the parking problem is caused by the local businesses. In total, the residents that responded park 3 vehicles on street.

From the comments received, some of the residents find it difficult to park during the evenings and visitors to the church find it difficult to park. The church believes they need access to the facilities mentioned in the comments above. Also, the lack of response from Hale road and the lack of comments suggest no permit scheme is required.

Peel Avenue – 7 Responses – 5 Residential, 2 Businesses.

“We do not need parking permits, it is another way of making money.”

“visitors find it hard to park”

“Builders take a lot of the parking. Roads not enforced vehicles park on yellow lines regularly, increase in charges has not helped at all.”

Of those households that responded, 5 have issues with parking and 2 do not, 2 stated that the morning was an issue, 2 the afternoon, 1 the evening and 3 at any time. 4 said commuter parking and 2 believe neighbours having too many cars, 2 said the nearby school and 4 state the local business were causing the problem. In total, the residents that responded park 5 vehicles on street.

From the feedback received, some of the visitors find it difficult to park on the street however many of the properties have off street parking. The street consists of no waiting restrictions. Due to the lack of comments received from the responses a permit scheme is not required.

Spring Road – 12 Responses – 12 Residential,

"WE WOULD SUPPORT A PARKING SCHEME BUUT OBJECT TO WAITING RESTICTIONS."

"Spaces taken up by long stay commuters. People leave cars here for several days."

"I SUPPORT THE SCHEME FOR SPRING ROAD. DUE TO THE EXISTING PERMIT SCHEME THAT RESULTS IN PEOPLE PARKING ON SPRING ROAD."

"A parking scheme would make no difference at all to Spring Road as the people parking on this road are mainly residents we would therefore NOT be in favour of permit parking."

Of those households that responded, 10 have issues with parking and 2 do not, 3 stated that the morning was an issue, 3 the afternoon, 0 the evening and 8 at any time. 7 said commuter parking and 2 believe neighbours having too many cars, 0 said the nearby school and 8 state the local business were causing the problem. In total, the residents that responded park 10 vehicles on street.

From the feedback received, there is a majority support for the scheme, some of the houses have off street parking and the remainder park on the street. This road is used by commuters as it is close to the village and due to the existing permit scheme.

Seddon Road – 11 Responses – 9 Residential, 2 business

"limited waiting restrictions would solve the problem to deter long staying commuters"

"The current restrictions work well no need to introduce scheme 7 as this will cause more problems. There is a problem for parking as low paid workers cannot afford the parking in Trafford."

"We do not want parking permits."

"A parking permit scheme will only work is the street becomes permit holders only. Otherwise it won't only not work, The parking problem will become worse."

"Parking scheme is an 'income generator' for the council. The waiting restrictions installed 3-4 years ago, has stopped the dangerous parking. No need for this scheme."

Of those households that responded, 7 have issues with parking and 4 do not, 5 stated that the morning was an issue, 4 the afternoon, 0 the evening and 5 at any time. 9 said commuter parking and 2 believe neighbours having too many cars, 4 said the nearby school and 6 state the local business were causing the problem. In total, the residents that responded park 10 vehicles on street.

From the feedback received, there isn't a support for the scheme, most of the houses have off street parking.

Stamford Road – 2 Responses – 2 Residential

“Stamford road becoming dangerous because of the parking at the bottom end, only one lane of cars can get by which results in road rage”

Of those households that responded, 2 have issues with parking, 1 stated that the morning was an issue, 1 the afternoon, 0 the evening and 1 at any time. 2 said commuter parking were causing the problem. In total, the residents that responded park 2 vehicles on street.

From the feedback received, it is considered to provide this stretch of Stamford road with permit parking as the properties do not consist of off street parking. 2/5 residents responded supporting the scheme.

Willow Tree Road – 39 Responses – 38 Residential, 1 business

“Dangerous parking results in difficulty exiting our driveway. Sometimes it isn’t possible.”

“As there is no parking for people working in hale village, people are parking on residential streets.”

“We support the scheme. Restrictions on nearby roads have pushed commuters on to willow tree road. It has become difficult to park and for the visitors to park.”

“Willow Tree Road is used as a car park by local businesses. Permits issued at no cost. ”

“Object to the scheme, 38.60 is more than other authorities charge. , the parking problem has been caused by Trafford council. Inadequate parking provided for people in hale village. Houses that do not require permits should be able to have permits as this would make the situation worse. The scheme will provide less parking therefore less people will visit the village leading for shops to close down. ”

Of those households that responded, 26 have issues with parking, 15 stated that the morning was an issue, 15 the afternoon, 4 the evening and 22 at any time. 32 said commuter parking, 11 stated the nearby school causing the problem, 12 highlighted that neighbours have too many vehicles and 16 of those that responded believe the local businesses were causing the problem. In total, the residents that responded park 43 vehicles on street.

From the feedback received, majority of the responses are in support of the scheme as the comments state that the road is often used by commuters that park their vehicles for long periods of time.

Summary

In general, the feedback highlighted that there are perceived parking issues in the area due to Hale village being so close. Commuter parking and local businesses seem to be the problem for parking for the residents. However the consultation has identified not all residents were in favour of a residents permit parking scheme.

Recommendations

It is recommended that options be developed to look at a residents parking scheme, with careful consideration on the possible effects any scheme would have on the surrounding streets. Some of whom were not in favour of a scheme. Associated waiting restrictions would also need to be considered.

Lorne Grove Chapel Grove Area – Area 8

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 178 properties consulted, responses were received from 65, giving an overall response rate of 37%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Albert Avenue - 17 (out of 40) Responses – 43% Response Rate – All Residential

“Bad parking, big gaps in between cars. I think a big problem is the space. There are often large gaps, that are not big enough to fit a car individually, but if all the cars were closer together, this would create additional parking spaces. It would be helpful if parking spaces could be marked out on the road..”

“I find it very frustrating that most of the time I am unable to park outside my own home, especially when the cars or vans parked on the road are usually from neighbours, who have 2 or 3 cars in the household.”

Of those households that responded, 12 have issues with parking, 4 stated they did not, with one not specifying. 10 responders stated that the evening was the most problematic time of day, 2 stated that the morning was an issue, 1 the afternoon, and 4 at any time. 15 responses stated neighbours having too many cars was the main problem, 8 responses also considered that parking from local businesses was problematic, 2 responses included parking from the nearby school, and 2 responses were unhappy with commuter parking. In total, the residents that responded park 19 vehicles on street.

To summarise, it would seem that the residents of Albert Avenue are unhappy with the current parking situation but are realistic about the impact a scheme would have whilst the current level of car ownership persists.

Chapel Grove - 7 (out of 17) Responses – 41% Response Rate – All Residential

“There are occasional problems with visitors to the cemetery on certain days, and all available parking is used. Extending the double yellow lines further into Chapel Grove from Higher Road has reduced the amount of available visitor parking. Some residents have a large number of vehicles, often large commercial vehicles which use up a lot of visitor parking. Some issues at school times and some commuter parking for local businesses”

Of those households that responded, no one has parking problems for themselves, but 2 state that they have parking problems for visitors. 1 responder stated that evenings were a problem time, whilst another responder stated that there were problems at any time. 1 responder stated that commuters were a problem, 1 said neighbours vehicles and 1 said it was vehicles associated with local businesses. In total, the residents that responded park 5 vehicles on street.

To summarise, it would seem that there are very little parking issues on this highway, one side of the road consists of properties with off street parking. Comments relate to works vehicles being left overnight by a neighbour and some occasional disruption due to funeral services. It is concluded that there is insufficient support for a residents parking scheme on Chapel Grove.

Higher Road - 4 (out of 15) Responses – 27% Response Rate – All Residential

“This has already been decided and this is just B.S.....This is just another Labour Council RIP OFF”

“No issues parking, as residents’ area. The company’s around have own car park, which they use. Permits will only cost residents money which is unnecessary. The only parking around here is residents.”

Of those households that responded, 2 have issues with parking and 2 do not. 1 stated that the morning was an issue, 1, the afternoon, and 2 at any time. 1 responder stated that commuter’s vehicles were a problem, 2 responders stated that a neighbour with too many cars was the problem and 2 responders stated that vehicles associated with local businesses were a problem. In total, the residents that responded park 4 vehicles on street.

To summarise, the lack of responses would infer that other than some inconvenience and or overspill parking during the day from the residents (and possibly local businesses) there is not a particular issue with parking on Higher Road.

A resident of Phillip Evans Court has stated that there is abuse of their 4 residents parking places by persons unknown.

Lorne Grove - 8 (out of 22) Responses - 36% Response Rate – All Residential

“As we already endure major problems with commuters and congested parking daily from businesses, this can only become much worse when the parking scheme is introduced in central Urmston, pushing more cars towards Lorne Grove.”

“Parking is affected by the local park, shops, vets etc. I don’t actually drive but family friends, workmen all have trouble parking on Lorne Grove or Summer Avenue - Something really does need to be done and hopefully fairly soon.”

“There are no congestion issues on Lorne Grove that justify the expense and bureaucracy of a permit scheme”

Of those 8 households that responded, 3 have issues with personal parking of vehicles, whilst 5 do not. Four responders have issues with visitor parking, whilst four do not. 1 resident stated that the morning was an issue, 1 stated that the afternoon was a problem period and 3 stated that there were parking problems at any time.

One resident stated that commuter parking was a problem, two stated neighbours vehicles were a problem and 4 stated that problems in relation to local businesses was the cause of problems. In total, the residents that responded park 8 vehicles on street.

To summarise, there does appear to be issues relating to parked vehicles throughout the day on Lorne Grove, due to a number of factors. This particular highway may benefit from a residents parking scheme, if nearby roads can be incorporated and the scheme suitably enforced.

Moss Vale Road - 4 (out of 20) Responses – 20% Response Rate – All Residential

“Parking from neighbours who live at the end of the road. Although permits would help to ensure parking outside or close to our house, I would not be happy to pay for these permits. We should not have to pay to park outside our own house. Family and friends are often put off by stopping at our house as it is always such a struggle to park.”

Of those 4 households that responded, 3 have issues with ‘personal’ parking and 1 does not. Two have problems with visitor parking and 2 do not. Two responders stated that Morning was a difficult time for parking, whilst evenings were also highlighted by 3 responders. Two residents considered that the nearby school was leading to parking issues, 3 believed neighbours with too many cars were a problem and a single resident considered that parking associated with local businesses was problematic.

In total, the residents that responded park 6 vehicles on street.

To summarise, only a small number of residents responded indicating that parking issues vary for certain residents across the day. Introduction of a parking scheme on this highway may prove to be problematic because of lack of support.

Poplar Grove Residences 23 (out of 54) Responses – 43% Response Rate – All Residential

“There is absolutely no need for permit parking on this street. We've lived here for eight years and never had a problem. The only thing the council should do is make the road a one-way system, enter via moss vale and exit on Higher Road. This will solve the main issue.”

“Insufficient spaces due to number of houses against length of street. Parking permits usually require designated parking spaces. On Poplar Grove if cars park along the road on both sides of the street, vehicles especially services (ambulance etc) would be unable to drive down it. Cars have to park on the paths to enable single file traffic. Space lines would be useful to ensure that all of the street is used (i.e. cars do not take up two spaces), however I cannot see how you would bring these in with the above need to park on the paths (unless the paths are narrowed).”

Of those 23 households that responded, 13 have issues with ‘personal’ parking and 10 do not. With regards to visitor parking, 15 had an issue with parking and 8 did not. 5 residents stated that the afternoon was an issue, 13 said the evening was a problematic time and 3 stated that there were parking problems at any time.

Two responders stated that commuter parking was an issue, 3 stated that the nearby school created parking issues, 14 said that neighbours with too many cars was a problem and 5 residents stated that parking in relation to local businesses was also a concern.

In total, the residents that responded park 26 vehicles on street.

To summarise, there is a consensus that parking is an issue for residents on this highway, but a scepticism by a considerable number that a residents' permit scheme would make a significant difference. A number of residents suggest that problems are caused by the level of car ownership in highways where available vehicle parking space is limited.

Willow Avenue Residences 2 (out of 10) – 20% Response Rate – All Residential

“We do not have any parking issues on Willow Avenue or Lorne Grove. We can always get a space near our home. We believe this permit scheme is just another way to extract money from local residents, who can ill afford it. This is a totally unnecessary scheme. Permit parking is inconvenient and expensive.”

“I would not be prepared to have to pay annually to park outside my property. Why can't the two residents' permits be allocated free of charge, Your proposal is just a money-making scheme however you try to dress it. Issue free permits, there is no need to charge residents.”

Of the 2 households that responded, both stated that they did not perceive any parking issues on Willow Avenue.

In total, the residents that responded park 5 vehicles on street.

These residents object to the introduction of a residents parking scheme, siting that there are no parking problems on Willow Avenue and that any proposed scheme is merely a money making exercise by Trafford Council.

Summary

In general, the feedback highlighted that there are recognised parking issues on some of the highways within this scheme, particularly Albert Avenue and Poplar Grove and to some degree Lorne Grove.

It is also recognised by the majority of residents that many of the issues, at particular times of the day are caused by the level of car ownership within this area and by inconsiderate parking habits.

Responses which identify a significant impact by non-residential traffic (commuters, school time parking or vehicles associated with business) are few and far between. Indeed, it would appear to be local residents who return home of an evening in 'works' vehicles who are further adding to parking congestion, whilst some households have multiple (3, 4 or even 5) vehicles to distribute within the locality.

It is unclear how a residents parking scheme can impact upon the area, without 'forcing' a reduction in vehicle ownership. It is difficult to see how such a scheme can be introduced against significant objection by local residents. The introduction of a 'partial' scheme will inevitably lead to some vehicle migration, which will instigate complaints from the residents of those adjacent highways.

Recommendations

Consider an alternative approach where considerate parking is promoted in the area (education and enforcement), and traffic flow within the rear passageways to these highways is allowed but physically controlled, in order to promote access and safety and reduce congestion.

Event Day Parking – Area 9

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The consultation period was extended until Friday 25th January 2019 at the request of a councillor.

The results are as follows;

Responses

Of the 965 properties consulted, responses were received from 192, giving an overall response rate of 19.9%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Byron Road Residents – 5% Response Rate – (One Response) Residential

Only one resident voiced concerns of parking on Byron Road.

Given the poor response rate it would appear that the residents of Byron Road are content with the current restrictions.

Cromwell Road Residents – 4.35% Response Rate – (Six Responses) All Residential

“There isn't a real problem day to day. The problem is people parking on event days. Exiting Cromwell on these days is difficult due to the speed of traffic on Kings Road”.

Of those households that responded, three have issues with parking and three did not, four out of the six said that their visitors did have problems with parking. Three stated that there was a problem with parking in the evenings and two have a problem parking in the afternoon. One suggested that it is neighbours having too many cars and four said it was due to event parking. In total, of the residents that responded, seven vehicles are parked on street.

To summarise, it would seem that the issues occur mainly on event days at the junction of Kings Road. Therefore, it is suggested to look at junction protection to improve visibility exiting Cromwell Road on to Kings Road, especially on event days. Residents may have too many cars, this could be further investigated via a Parking Beat Survey.

Edgbaston Drive Residents – 2.04% Response Rate – (One Response) Residential

“Extension of event parking is welcomed. Old Trafford Metro Link Station end needs a parking scheme beyond just event days Edgbaston Drive, Headingly Drive, Warwick Street South and Ayres Road all need parking restrictions in place every day of the week. I have stressed my concerns as parking will be worsened by the Civic Quarter Master Plan. Warwick Road South junction with Edgbaston Drive is a dangerous junction on event days”

Only one resident voiced concerns of parking on Edgbaston Drive.

Given the poor response rate it would appear that the residents of Edgbaston Drive are content with the current parking situation.

Gorse Avenue Residents – 19.12% Response Rate – (Thirteen Responses) All Residential

“No issue with parking as we have a drive way.”

“Excellent idea”

“Opposed to further parking restrictions and introduction of parking permits at a cost to the residents. Extra parking is caused by events and these should provide the revenue for the cost of the permits”

“The zone that I live in operates a parking scheme for local events which I think is more than adequate, so therefore I would opposed to any new scheme that involves parking fees being paid to the council.”

“Gorse Avenue is now a rat run and cars speed in excess of 40mph”

Of those households that responded, two have issues with parking and ten do not – one didn't comment either way. Only two had issues with visitors being able to park. One stated that the parking problems occurred in the morning and afternoon with one reporting an issue at any time. Two stated that commuters were a problem and one suggested it was local businesses / college. In total, the residents that responded park eleven vehicles on street.

To summarise, the overall feedback would imply that most residents that have responded have no issues with parking however two people do have issues with parking and one stating the scheme is an excellent idea. Given the poor response rate it is unlikely a scheme would be well supported.

Gorse Crescent Residents – 23.53% Response Rate – (Thirty Responses) All Residential

“Issues with parking and being blocked in”

“Neighbours having six cars. Restrictions in place for how many cars residents can park on the highway. Visitors struggle to park”

“Parking is a nightmare 8am - 6pm. Car owners have a disregard for residents and park across driveways and on the footpath.”

“Problems with cars parking on the corners. No access on footways”

“Sick of office workers. Need resident parking 7am to 6pm”

“Not in favour of paying for permits. We would be paying what it cost commuters to park. We already pay tax.”

“Don't agree to pay to park outside our own property”

“99% of problem is commuter parking. Park on the drive which regularly gets blocked. If favour of the parking restrictions it doesn't make sense for it to be in place just on match days and events. Access is constantly blocked for delivery drivers, refuse and emergency services.”

“The current match day parking seems to work really well and needs no adjustment as far as I can see. Excessive resident parking is not a problem for most of the estate, mainly Gorse Lane and its junction with other areas. This is not caused by residents but people who work at the college and other nearby work places. Pavements get congested on Gorse Lane and Gorse Avenue. They sometimes park on the corners and on the pavements or block the roads. Road surface has become worn because of the volume of traffic.”

Of those households that responded, eighteen have issues with parking and twelve did not, twenty-four did say that their visitors have a problem with parking where nine said that they didn't. Twelve stated that there was a problem with parking in the mornings, where thirteen have a problem parking in the afternoon, one suggested that they had a problem parking in the evening and eleven have a problem parking at any time. Eighteen stated that commuters were a problem and seven suggested it to be the nearby college. Five stated that it is neighbours having too many cars and nine said it was due to local businesses. In total, of the residents that responded, 37 vehicles are parked on street.

There appears to be mixed feedback from the residents of Gorse Crescent, there seems to be issues with commuter / businesses parking on this road however residents were opposed to paying for parking permits. They appear happy with the existing event parking restrictions.

Due to the low response rate and unwillingness to pay for permits it appears unlikely that a permit scheme would be supported even though parking issues are reported.

Gorse Drive Residents – 38.9% Response Rate – (Seven Responses) All Residential

“It's a car park, road safety risk”.

“Driveway gets blocked during school runs - left for 20mins or more”

“The college informed students that they could park on the estate via a note on the notice board.”

“We object to this parking restriction scheme. We do not want Trafford MBC to charge for parking permits or visitor permits. Council should listen to residents on this.”

Disgusted that we as residents will have to pay to park outside our own homes in any form."

Of those households that responded, six have issues with parking and one did not comment either way. Six out of the seven said that their visitors did have problems with parking. Two stated that there was a problem with parking in the mornings, three have a problem parking in the afternoon and one in the evening. Four have problems parking at any time. Four suggested that commuters are the problem where two also said that the school was the problem. Three people put it down to local businesses being the issue. In total, of the residents that responded, 37 vehicles are parked on street. This figure is potentially inaccurate as it appears one resident has misunderstood the question, clarity to have 20 to 30 cars on street.

To summarise, it would seem that Gorse Drive appear to have issues with commuter / business parking as they are in walking distance to college and cricket ground. I would recommend further investigation is required for this road.

Great Stone Road Residents & Business – 26.6% Response Rate – (34) Residential & (3) Business (1) Other

"Great idea for events but will be expensive for a 3-car family"

"As a business owner (Pharmacy) Struggle to find a parking space. Permit scheme should offer NHS staff / health related services"

"Only on match days is it difficult to park"

"Object to the scheme, events are good for business and shouldn't put people off."

"No problems with parking, not wanting to pay any more money as already pay road tax and for the green bin"

"Great Stone Road is perfectly fine for parking during events, the cricket is a little inconvenient and don't consider this reason for all year-round parking scheme."

"No issues or problems with parking, it might get busy on match days. Opposed to parking scheme, specially any attempt to charge for it. Maybe look at speeding traffic on Great Stone Road."

"Parking permit for staff at local business on the quadrant roundabout"

Of those households that responded, fourteen have issues with parking and twenty-four do not. Seven have issues with visitors being unable to park where twenty-one have no issues for visitor parking. Four stated that the parking problems occurred in the morning, seven see an issue with parking in the afternoon, five stated that they have a problem parking in the evening with twelve reporting an issue at any time. Ten stated that commuters were a problem, four believe it to be the nearby school, whilst five suggested that neighbours have too many cars and four suggested it was local businesses / college. Fourteen believe it to be other issues such as events and contractors. In total, the residents that responded park forty-two vehicles on street.

To summarise, the overall feedback would imply that most residents would be unhappy with paying for parking permits. Most businesses who responded to the consultation would worry about their customers and staff being able to park if a permit scheme was introduced. With 24 responses suggests there is no parking problem a scheme is unlikely to be supported.

It is also noted that there is a roundabout on Great Stone Road that could do with looking at, it has no marked bays or restrictions. Further investigation for this location would be recommended assist residents and businesses especially on event days. Suggestions at this point would be to investigate limited waiting bays for customers.

According to Google and surveys carried out, it appears that there a 10x residential properties on Great Stone Road roundabout who would be unable to create a drive due to guardrail being outside their property. I believe that these ten properties would benefit from a one pass per property to be provided with a limited resident parking on the roundabout e.g. 10x bays to be allocated for these properties only. The rest of the bays to be limited waiting however the staff of the business would need to be looked into as this could cause issues,

I believe that this would free up commuter / event parking leaving the residential properties and business for customers with some parking

It is suggested that a further Parking Beat Survey be undertaken at various times throughout the day to confirm parking in the area of Great Stone Road roundabout

Kenwood Road Residents – 1.05% Response Rate – (One Response) Residential

Only one resident responded and had no concerns over parking on Kenwood Road.

Given the poor response rate it would appear that the residents of Kenwood Road are content with the current restrictions.

Kings Road Residents – 19.6% Response Rate – (Forty-Nine Response) All Residential

“Event parking should be in place in ALL residential Streets in Stretford and paid for by LCCC and MUFC”.

“Supports the Permit Parking”

“Event Zone should be extended.”

“Odd issue parking on match days. Not happy with paying for parking permits. Send a traffic warden to look at obstructers!”

“No issue with parking”

“You will just move the parking problem further. Forcing working families into poverty by charging for permits.”

“Trafford Council gave permission for the extension of MUFC LCCC and provided no parking. Volumes of traffic are getting worse”

“Problems with parents dropping off their children to school”

“Not in favour of this scheme. Its only money making propose for the council”

“I prefer restricted parking for parents dropping off children at schools especially when they block drives”

“Do not have parking issues - strongly oppose any attempt to introduce any kind of parking scheme”

“Can't afford to pay for the four passes that would be required. We pay council tax it will not be fair to have to pay for parking outside your own house this should be free to residents. Manchester United and Emirates who are the problem on event days permits should be paid for by them”

“Garage on Kings Road parks for sale cars on the road, it also parks cars on the road to charge for parking on match days. I welcome the idea, but most people will not want to pay for permits. Maybe 1 free to residents?”

Of those households that responded, twenty-two have issues with parking and twenty-seven did not. Twenty-seven out of the forty-nine said that their visitors did have problems with parking were twenty-two said that there was no issue. Six stated that there was a problem with parking in the morning were 11 said that there was an issue in the afternoon, nine stated that there was an issue in the evenings and 17 have a problem parking at any time. Eight suggested the problem is associated with commuters, nine said it was a nearby school, eight stated it is neighbours having too many cars, five said it was businesses and eighteen have said it was due to event parking /local garage. In total, of the residents that responded, 60 vehicles are parked on street.

To summarise, due to this being a long road there are mixed issues associated within pockets of areas along this route however, the general consensus is that there is issue with parking on match days but doesn't appear to warrant matchday parking as most residents do not want to pay for permits and are therefore happy with the existing arrangement. It is unlikely that a permit scheme would be supported.

Marston Road Residents – 4.76% Response Rate – (One Response) All Residential

“When football matches are on its difficult to park on Marston Road. Main problem is chaotic parking at corners of roads. Dangerous to turn in to Kings Road from Marston Road or Cromwell Road during match days due to a lack of visibility. Appropriate road markings should be introduced at the corners to avoid this.”

Only one resident voiced concerns of parking on Marston Road and the issue is only on match days.

Given the poor response rate it would appear that the residents of Marston Road are content with the current restrictions however, the resident that did responded to the consultation letter did make reference to junction protect on the corner of Marston Road off Kings Road. This would need investigating further due to concerns of visibility.

Renton Road Residents – 18.75% Response Rate – (Six Responses) Residential

“Send parking permit as soon as possible”

“Parking is better now the event day parking is in place”

“Have event day parking. We get free permits this is sufficient - no congestion problems”

“Already has event day parking on this road and get permits for free. This is sufficient and doesn't need to change or a paid scheme introducing.as no congestion on the street”

Six residents responded and none had concerns over parking on Renton Road although one resident asked for permit to be sent as soon as possible but stated that there was no issue with parking.

Of those that responded all the residents have no problems with parking and are happy with the current restrictions that are in place on this road, therefore nothing further is required on this road.

Rye bank Road Residents – 45.5% Response Rate – (Five Responses) All Residential

“Drive gets blocked so can't even park on it. Drives need to be marked so people can't block getting in and out of the drive. Have an injured shoulder have to walk an unreasonable distance to carry shopping bags from the car.”

“Hope for a permit 24 /7”

“Cars left for weeks / months, Match parking park anywhere!”

“The problem has only started since the opening of Firswood Metro Station. Cars are parked before we get up to late in the night, plus event days. There is the school drop off and pick up opposite our house. Occasionally cars parked up to days even weeks on end - we can only assume that these people have gone on holiday. We think it's unfair that residents should have to pay to park near own home when the problem is long stay commuters.”

“Drive gets blocked so can't even park on it. Drives need to be marked so people can't block getting in and out of the drive. Have an injured shoulder have to walk an unreasonable distance to carry shopping bags from the car”

All the households that responded for this road (five) have issues with parking for themselves and their visitors. Two stated that there was a problem with parking in the morning, afternoon and evenings, all five agreed that they have a problem parking at any time. All five suggested that it is commuters and a nearby school, and one states it to be due to businesses and two say it is due to event and airport parking. In total, of the residents that responded, four vehicles are parked on street.

To summarise, it would appear that the issues occur on event days and possible airport / commuter / metro station parking. Therefore, further investigate into the parking be looked into at this location.

Urmston Lane Residents – 0.3% Response Rate – (One Response) All Residential

Only one resident returned their questionnaire and they have no concerns of parking on Urmston Lane.

Given the poor response rate it would appear that the residents of Urmston Lane are content with the current restrictions.

Warwick Road South – 19.58% Response Rate – (25) Residential & (3) Business

“People parking all day sometimes across driveway, my visitors can't park. Parking is bad on Match days.”

“Garage biggest perpetrator - customers parking left in parking places for residents and parking on the junction causing mayhem. Road safety concerns in relation to poor parking, Road humps required to due to speeding cars.”

“Event parking no problem”

“Appears to be a money-making exercise, don't believe there should be a paid scheme.”

“Welcome proposal, can't have visitors on Match days”

“Enough parking for the shop, if this is restricted you will hurt the business.”

“Particularly for event parking and concerts partially across drop kerbs making access to drive difficult. Airport parking means cars are blocking spaces for long periods”

“Nearby school gives an influx of traffic in the mornings and afternoons but usually clears within 30 - 40 minutes. The key issues are not being able to leave the house on event days due to not being able to park on return. All local streets around are permit holders only which means you end up parking 3 or 4 streets away.”

“Parking is an issue on match days. If we have visitors on match days, there is always one car that gets a parking ticket even if they place a visitor slip.”

“Please leave us alone”

Of those households that responded, fourteen have issues with parking and fourteen do not, sixteen out of the twenty-eight said that their visitors do have problems with parking where twelve did not. Five stated that there was a problem with parking in the mornings, eight have problems parking in the afternoon, whilst three have problems parking in the evenings and nine have a problem parking at any time. Fourteen suggested that it is commuter issues, seven said it was due to the nearby school, six suggested it's the neighbours having too many cars were as three said it was local businesses. Eight stated that it was event / match day / local garage that were the problem. In total, of the residents that responded, fifty-five vehicles are parked on street.

To summarise, it would seem that the issues occur mainly on event days however the opinion is split and given the poor response rate it would appear that the rest of

the residents of Warwick Road South are content with the current restrictions. Businesses however object to the parking restrictions and say there is no issue with parking. There is also a concern regarding the traffic speeds on this road.

No Address Given All Residents

"I would be happy to see time restrictions for parking bays applied to the local area. Support for Residents parking scheme"

"I do not wish to pay for parking as I have lived here for 31 years."

"In favour of restriction during daytime parking generated by the college and businesses on Talbot Road including the shops near the junction of Gorse Lane."

Three residents did respond but they didn't reference which road they lived on. Two of the residents didn't have problems with parking, one did. Out of the three residents two had issues with their visitors parking mainly in the afternoon and evening.

To summarise, as the residents didn't reference which road they lived on this cannot be included in the individual road comments however their comments have been included in this report.

Summary

Residents did have issues with parking, including obstructive parking at junctions in the area, but there was opposition to a residents permit parking scheme, mainly due to the cost of permits.

Recommendation

That further investigation be undertaken into the consideration of waiting restrictions at junctions in the area to improve safe vehicle access

Navigation Road – Area 10

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 950 properties consulted, responses were received from 286, giving an overall response rate of 30.1%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Navigation Road Residents – 41.5% Response Rate – Mostly Residential with some small businesses

“The permit scheme that was introduced has made an improvement during the day. Before this and the extension of the metrolink carpark, parking was difficult at all times. There only tends to be issues during the day due to houses having building work etc. There are some issues with local businesses from the top of the street parking outside the houses, but the main issue is that there are simply too many cars. After six o'clock in the evening there are very little opportunities to find a parking spot, which simply appears to shift pressure on to neighbouring roads, especially Hawarden by the entrance to Navigation School. Extending the hours of permit parking probably would not solve this issue. Greater investment in public transport, especially double trams and safe cycle lanes in and around the Altrincham and Broadheath area would be welcome.”

“The 2 hours no return does not work for residents. People who work at Trafalgar House regularly move their cars around the street to park for free - as some of the companies are call centres this goes on out of 'normal' working hours.”

“We have a one car drive that is regularly blocked by other residents in the street who struggle to find parking near their homes. It is hard to be precise as to why there is so much pressure on parking but it seems with existing residents the streets are already at capacity and then added pressure from commuters working at Carol Nash etc there becomes a problem.”

Of those households that responded, 31 have issues with parking and 17 do not, 11 stated that the morning was an issue, 10 the afternoon, 15 the evening and 16 at any time. 17 stated that commuters were a problem, 7 said the school, 13 said neighbours and 20 said it was local businesses. In total, the residents that responded park 46 vehicles on street.

To summarise, most respondents agree that there is some parking congestion though this is not seen to be time specific. In general, it seems that the parking congestion is due to local businesses and commuters, and as some of the businesses operate outside of the normal 9-5 time period, the congestion tends to spread all day. It would appear that most would like the Highway Authority to prevent local businesses and its staff parking on their road so that it would be easier for residents to park close to their homes.

Wharf Road Residents – 0% Response Rate – All Residential with 1 small business

No responses received.

The lack of feedback suggests that there are few issues with the current situation.

Wharf Close Residents – 18.2% Response Rate – All Residential

“We struggle for parking when we have builders working on our house”

Of those households that responded, 3 have issues with parking and 1 does not, 0 stated that the morning was an issue, 0 the afternoon, 0 the evening and 3 at any time. 1 stated that commuters were a problem, 0 said the school, 1 said neighbours and 2 said it was local businesses. In total, the residents that responded park 6 vehicles on street.

The lack of feedback suggests that there are few issues with the current situation but this may be due to the properties having a private car park.

Bridgewater Road Residents – 27.1% Response Rate – Mostly Residential with some small businesses

“The roads are at full capacity just with neighbours parking their cars. I personally can never get a spot anywhere near my house due to the necessary cars on our road ie the neighbours cars. Local businesses cause over flow onto our road and take our parking spots thus leaving us with no where to park regularly”

“Please could you include in your review consideration of parking restrictions in the evening as this is when it can be hard to find parking spaces and also employees from local businesses, working in the evening, use residential streets for free parking when their employers provide ample parking which is rarely ever at full capacity.”

Of those households that responded, 11 have issues with parking and 2 do not, 1 stated that the morning was an issue, 4 the afternoon, 7 the evening and 4 at any time. 8 stated that commuters were a problem, 1 said the school, 7 said neighbours and 10 said it was local businesses. In total, the residents that responded park 20 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of local businesses and neighbours having too many cars.

Emery Close Residents – 20% Response Rate – All Residential

“I would be against the proposed parking scheme on Emery Close. Employees from local businesses park on Emery Close but while I'm at work so does not cause me an issue.”

“The parking around bridgewater Rd + Wharf road is now bordering on the dangerous. Too many cars from Carole Nash offices who park anywhere dangerously. Plus new apartments + houses to come will only exacerbate the problem.”

Of those households that responded, 1 has an issue with parking and 1 does not, 0 stated that the morning was an issue, 0 the afternoon, 0 the evening and 1 at any time. 1 stated that commuters were a problem, 0 said the school, 0 said neighbours and 1 said it was local businesses. In total, the residents that responded park 2 vehicles on street.

The lack of feedback suggests that there are few issues with the current situation.

Granford Close Residents – 55.6% Response Rate – All Residential

“In addition to the lack of parking there is a significant issue with congestion and road safety Due to the parked cars - in agreed bays visibility from Wharf Road onto Navigation Road is very poor resulting in having to edge out to see if its clear”

“The pavements are blocked and it is dangerous. Some of the offenders have more than 2 vehicles and a drive way but refuse to use this..”

Of those households that responded, 5 have issues with parking and 2 do not, 0 stated that the morning was an issue, 0 the afternoon, 0 the evening and 4 at any time. 4 stated that commuters were a problem, 1 said the school, 5 said neighbours and 2 said it was local businesses. In total, the residents that responded park 8 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of local businesses and neighbours having too many cars.

Lampton Close Residents – 33.3% Response Rate – All Residential

“There are many terraced houses on Bridgewater Road which have no off-street parking available and many residents have more than one car...many workers at the nearby offices will not pay for parking spaces there and use spaces in Emery Close, Granford Close and Lampton Close as well as on Bridgewater Road and Wharf Road”

“I am in agreement with the scheme - commuter parking in between houses on Lampton Close makes it difficult to manoeuvre and causes neighbours issue / blocking entry and exits to driveways and preventing deliveries given the narrow native of the road.”

Of those households that responded, 3 have issues with parking and 1 does not, 0 stated that the morning was an issue, 0 the afternoon, 1 the evening and 2 at any time. 2 stated that commuters were a problem, 0 said the school, 2 said neighbours and 2 said it was local businesses. In total, the residents that responded park 4 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of local businesses and neighbours having too many cars.

Ryder Ave Residents – 30% Response Rate – All Residential

“There is a regular problem at the top of Brunswick Road, on or just after the bend with large vehicles, vans parking and blocking any view on the bend of moving vehicles, usually evenings.”

Of those households that responded, 0 have issues with parking and 3 do not. In total, the residents that responded park 0 vehicles on street.

The lack of feedback and the from the feedback received suggests that there are few issues with the current situation.

Newton Road Residents – 36.8% Response Rate – All Residential

“We do NOT want parking permits on Newton Road”

Of those households that responded, 3 have issues with parking and 3 do not, 2 stated that the morning was an issue, 0 the afternoon, 0 the evening and 1 at any time. 2 stated that commuters were a problem, 0 said the school, 0 said neighbours and 3 said it was local businesses. In total, the residents that responded park 4 vehicles on street.

To summarise, the issue of parking appears to be attributed local businesses and commuters. However, the lack of agreement from the feedback suggests that there are few issues with the current situation.

Brunswick Road Residents – 22.3% Response Rate – All Residential

“The roads are at full capacity just with neighbours parking their cars. I personally can never get a spot anywhere near my house due to the necessary cars on our road ie the neighbours cars. Local businesses cause over flow onto our road and take our parking spots thus leaving us with no where to park regularly”

“Please could you include in your review consideration of parking restrictions in the evening as this is when it can be hard to find parking spaces and also employees from local businesses, working in the evening, use residential streets for free parking when their employers provide ample parking which is rarely ever at full capacity.”

Of those households that responded, 15 have issues with parking and 11 do not, 4 stated that the morning was an issue, 5 the afternoon, 9 the evening and 6 at any time. 11 stated that commuters were a problem, 2 said the school, 12 said neighbours and 6 said it was local businesses. In total, the residents that responded park 23 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of commuters and neighbours having too many cars.

Chevron Place Residents – 0% Response Rate – All Residential

No responses received.

The lack of feedback suggests that there are few issues with the current situation.

Brien Ave Residents – 31.6% Response Rate – All Residential

“To many cars in Brien Ave and not enough parking spaces”

“Why should residents have to pay for parking at the time it was introduced residents of Brien Ave didn't want it. Offices in the areas should have adequate parking they should be charged for parking. They take up parking space on Navi Rec as well. As do people that use metrolink.”

Of those households that responded, 9 have issues with parking and 4 do not, 1 stated that the morning was an issue, 2 the afternoon, 9 the evening and 2 at any time. 0 stated that commuters were a problem, 0 said the school, 0 said neighbours and 8 said it was local businesses. In total, the residents that responded park 13 vehicles on street.

To summarise, the issue of parking appears to be attributed to a neighbours having too many cars. Therefore, any proposal may have a negative impact on parking for residents.

Northway Residents – 50% Response Rate – All Residential

“We already have permits which work fine on our road (2 hours 9-3), so no need to change or remove this.”

“We all ready have permit parking, so commuter parking is not a problem. The biggest difficulty parking is at school drop off - pick up times, but obviously it is only short term and therefore just try to avoid those times. I don't feel there is any need to alter the existing restrictions.”

Of those households that responded, 1 has an issue with parking and 3 do not, 0 stated that the morning was an issue, 0 the afternoon, 0 the evening and 1 at any time. 0 stated that commuters were a problem, 1 said the school, 1 said neighbours and 0 said it was local businesses. In total, the residents that responded park 1 vehicle on street.

To summarise, the issue of parking appears to be attributed to school drop off and pick up times but the lack of negative feedback to parking concerns suggests that there are few issues with the current situation.

Southway Residents – 37.5% Response Rate – All Residential

“We are happy with the parking restrictions that are currently in force on and around Southway. Were the restrictions to be lifted, then the problems we had with people parking then using the metro would return, resulting in chaos!!”

Of those households that responded, 2 have an issue with parking and 1 does not, 0 stated that the morning was an issue, 0 the afternoon, 2 the evening and 0 at any time. 0 stated that commuters were a problem, 1 said the school, 1 said neighbours and 0 said it was local businesses. In total, the residents that responded park 2 vehicle on street.

To summarise, the issue of parking appears to be attributed to a combination of school drop off and pick up times and neighbours having too many cars but the feedback to parking concerns suggests that there are few issues with the current situation. Therefore, any proposal may have a negative impact on parking for residents.

Gaskell Road Residents – 37.9% Response Rate – All Residential and 1 nursery

“Parking is difficult when the Garrick have a show on. We wish permit parking to continue - it is not difficult to park as this is in place.”

Of those households that responded, 1 has an issue with parking and 10 do not, 1 stated that the morning was an issue, 1 the afternoon, 0 the evening and 0 at any time. 1 stated that commuters were a problem, 1 said the school, 0 said neighbours and 0 said it was local businesses. In total, the residents that responded park 5 vehicles on street.

To summarise, the issue of parking appears to be attributed to the Garrick Theatre whenever a show is on. In general, the residents are content with the existing scheme, though an extension to the times to cover the evenings could be an option.

Ellesmere Road Residents – 31.3% Response Rate – Mainly Residential and some small businesses

“I think the parking situation on Ellesmere Rd could be alleviated by making both sides 2 hrs max parking, but I do not want resident parking only.”

“there should be no unrestricted parking, max 2 hours everywhere, except for residents.”

“At the moment only 1 side of Ellesmere Road has parking restrictions. This means that everyone tries to park in the unrestricted side including commuters who park free all day on the unrestricted side of Ellesmere Road.”

Of those households that responded, 9 have an issue with parking and 7 do not, 4 stated that the morning was an issue, 4 the afternoon, 1 the evening and 4 at any time. 8 stated that commuters were a problem, 1 said the school, 1 said neighbours and 3 said it was local businesses. In total, the residents that responded park 14 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of the Garrick Theatre whenever a show is on, and commuters. In general, the residents are content with the existing scheme but this is on one side of the road. An extension to the scheme by including the opposite side of the carriageway and an amendment to the times to cover the evenings could be an option to be considered.

Grosvenor Road Residents – 28.1% Response Rate – Mainly Residential and some small businesses

“People who work in offices in Altrincham using our street as parking place.”

“I would welcome a parking scheme/permit put in place where your proposals indicate and think it is long overdue for a central road in Altrincham, for the following reason:- Grosvenor House Business - workers block this road (Grosvenor Road), parking as early as 7am and leaving as late as 6.30pm. They zoom up and down the road trying to get a space or squeeze into a small space, frequently overhanging people's drives and often blocking residents on or off their drive without a care. It is impossible for visitors to park along the section of where I live on Grosvenor Road, due to the abovementioned. There really ought to be a parking permit/scheme in place Mon-Fri daytime hours.”

“Navigation Station nearby is full before 7.30am so drivers look for parking in nearby streets. Motorists are being continually squeezed out of the town with parking restrictions, where are they expected to go??”

Of those households that responded, 7 have an issue with parking and 4 do not, 3 stated that the morning was an issue, 3 the afternoon, 0 the evening and 4 at any time. 6 stated that commuters were a problem, 0 said the school, 0 said neighbours and 1 said it was local businesses. In total, the residents that responded park 9 vehicles on street.

To summarise, the issue of parking appears to be attributed to commuters. In general, the residents would prefer an extension to the existing scheme but there is an acceptance that displacement may become an issue for the area.

Poplar Road Residents – 17.1% Response Rate – All Residential

“Although I can find parking on or close to my home often, due to bad parking, there are half spaces. Maybe if the 'bays' were more clearly marked this would prevent this waste of space.”

Of those households that responded, 4 have an issue with parking and 4 do not, 0 stated that the morning was an issue, 0 the afternoon, 1 the evening and 2 at any time. 0 stated that commuters were a problem, 0 said the school, 4 said neighbours and 0 said it was local businesses. In total, the residents that responded park 6 vehicles on street.

To summarise, the issue of parking appears to be attributed to a neighbours having too many cars. Therefore, any proposal may have a negative impact on parking for residents.

Hazel Road Residents – 31.3% Response Rate – All Residential

“We have no problem with parking in the evenings or weekend - the problem is just during 8.30-6pm weekdays. Parking spaces are taken within seconds of residents vacating them - most annoying if you work part time like me. Residents who leave for work early and arrive home after 6pm will not be too badly effected.”

“The fact that the scheme is only Monday-Friday and does not operate on Saturday is good. Visitors at the weekend can just park. Most of the parking is office workers so they only come Mon-Friday.”

Of those households that responded, 6 have an issue with parking and 12 do not, 5 stated that the morning was an issue, 5 the afternoon, 0 the evening and 1 at any time. 5 stated that commuters were a problem, 0 said the school, 1 said neighbours and 3 said it was local businesses. In total, the residents that responded park 12 vehicles on street.

To summarise, the issue of parking appears to be attributed to commuters. In general, the residents would prefer an extension to the existing scheme.

Gladstone Road Residents – 31.3% Response Rate – Mainly Residential and some small businesses

“Usually no problems parking. But can be an issue at school closing time (around 3.30pm) due to Navigation Road School. But we accept this - not a major problem and would be hard to change this.”

“The only point I would add is that I think the current parking times on Gladstone Road, Altrincham needs to be extended beyond 5pm to perhaps 6.30pm.”

Of those households that responded, 13 have an issue with parking and 13 do not, 3 stated that the morning was an issue, 3 the afternoon, 5 the evening and 6 at any time. 4 stated that commuters were a problem, 10 said the school, 6 said neighbours and 3 said it was local businesses. In total, the residents that responded park 28 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of school drop off and pick up times and neighbours having too many cars but the feedback to parking concerns suggests that there are few issues with the current situation apart from perhaps extending the time.

Derby Street/Matlock Mews Residents – 28.6% Response Rate – All Residential

“Parking use to be a real problem before the introduction of parking permits. Still happy to pay for permits, otherwise street becomes full of office workers. .”

“Introduce/change scheme so that 1 hour free parking is permitted so when we have someone only staying for less than 60mins, we don't have to use a visitor pass.

“We have residents parking with 1 permit and visitor passes, which works well Mon-Fri. But the road does get busy at the weekends as the restrictions are only for week days.”

Of those households that responded, 5 have an issue with parking and 9 do not, 0 stated that the morning was an issue, 1 the afternoon, 3 the evening and 1 at any time. 1 stated that commuters were a problem, 0 said the school, 2 said neighbours and 0 said it was local businesses. In total, the residents that responded park 14 vehicles on street.

To summarise, the issue of parking appears to be attributed to a combination of commuters and neighbours having too many cars but the feedback to parking concerns suggests that there are few issues with the current situation apart from perhaps extending the time and perhaps creating a limited waiting period.

Renshaw Street Residents – 41.7% Response Rate – All Residential

“Renshaw is a street of 12 terraced houses with residents parking on one side of the street. Fortunately most properties have only one car so parking on the street is usually possible. It would be very difficult if more properties had two cars. I think the current scheme works as well as would be expected.”

Of those households that responded, 0 have issues with parking and 5 do not, 0 stated that the morning was an issue, 0 the afternoon, 0 the evening and 0 at any time. 0 stated that commuters were a problem, 0 said the school, 0 said neighbours and 0 said it was local businesses. In total, the residents that responded park 5 vehicles on street.

To summarise, the issue of parking appears to be controlled with the existing parking and the feedback suggests that there are few issues with the current situation.

Abington Road Residents – 39% Response Rate – All Residential apart from 1 where a childminder operates

“School and nursery staff park all day and then parents and guardians at peak times”

“No need for permit parking as there has never been a parking problem in this area”

“The road is too narrow for permit parking on both sides so it would displace some parking to other areas”

Of those households that responded, 4 have issues with parking and 11 do not. 1 stated that parking was a problem in the morning, 1 said the afternoon, 1 said the evening and 2 said any time. 3 stated that commuters were a problem, 3 said the school, 2 said neighbours and 4 said local businesses. In total, the residents that responded park 19 vehicles on street.

To summarise, it seems that some residents experience issues at school times but in general, there would be no support for a permit parking scheme.

Summary

In general, there was mixed feedback, with some residents wanting the existing permit holders parking scheme to be extended, some were happy with the current situation, whilst some within the existing wanted the hours extending.

Recommendations

It is recommended that further investigations including parking beat surveys be undertaken to ascertain what measures if any could be considered.

Urmston Lane – Area 11

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 93 properties consulted, responses were received from 34, giving a response rate of 38%. All properties that responded were residential.

Of those consulted, 17% stated that they themselves had problems parking on-street and 20% said that their visitors struggled to find a parking space on-street. In descending order, the reasons given for the parking issues were; staff and customers of local businesses parking on street, followed by commuters for the bus and tram and then other neighbours not using their driveways or having too many vehicles.

Feedback

Urmston Lane Residents

Extracts of the main points raised within the feedback is detailed below:

“If we put our vehicles on the drive, we get blocked in, so we park them on the road instead. We are totally opposed to any form of parking restrictions being implemented as we feel that this would be victimisation of all residents but especially to those that have already paid extra for a property containing off-road parking and whom also continue to pay extra each year in their rates for the privilege”

“Parking for residents who live on our road is very difficult. We have elderly neighbours who have to park a significant distance down the road to get parked. My partner and I regularly have to park on side street 5 minutes’ walk away because the spaces outside our house are taken. visitors struggle to park regularly”

“We strongly object to the permit scheme. There is no benefit to this scheme as there is plenty of room to park.”

“Parking on Urmston Lane has become increasingly problematical despite there being no right to park on the highway, where are residents without off road parking supposed to leave their vehicles? I would welcome a resident permit parking scheme”

“I have lived in my property for 26 years and residents appear to have no problems in parking on Urmston Lane. Granted, not always outside their own home but always in very close proximity”

"I have lived here for over 31 years and have owned my own vehicle for 22 years of those. I have never once had a problem with parking on the road and neither have any of the other car owners in this property. There is simply no need for this proposed scheme. If a scheme were to be imposed on Urmston Lane, it would simply move vehicles to smaller surrounding road such as Sandy Lane, St George's Road and Stothard Road. We can have up to 4 cars at this address at any time and the proposed scheme does not allow for these numbers and so the cars would end up parked on close by roads. The Council charging for permits is seen by local residents as simply another way of the Council raising funds at the expense of residents for services that have traditionally not been charged for. This scheme is not needed and there are no issues with parking on this road"

"Workers and users of shops on Barton Lane, Urmston Lane and Stretford Mall use the road to park on. It is extensively used by Poppy's dental care patients. Poppy's do not provide any patient parking and permit parking on its premises for its staff only. The Robin Hood car park has introduced car parking charges further exacerbating the problem. Tram and bus users make use of parking on the road before continuing their commute into Manchester. Properties with off road parking on Urmston Lane are not using it and are instead utilising on road parking for ease; and properties with off road parking utilising on-street parking excessively e.g. one property has multiple vans of circa 30ft and parks those on road. The speed of road users on Urmston Lane is excessive making parking difficult and dangerous and Urmston Lane is also on a busy bus route."

Summary

Of those that gave additional comments within their questionnaire response, 10 were opposed to any form of permit parking, 4 were in favour and 11 made no mention of permit parking. The feedback also highlighted that there were concerns regarding vehicle speeds on Urmston Lane and how this can prove dangerous considering the amount of parking that takes place.

Concerns were also raised regarding the existing bus stop outside number 46 and the fact that due to it being on carriageway and located on a build out (to protect the kerbside parking), this can cause a build-up of traffic on Urmston Lane at peak times. Issues were raised regarding some residents parking large commercial vehicles on the road overnight which is causing visibility issues for other residents when leaving their driveways. It was also suggested that both sides of the carriageway near to the bend in the road (by the bus stop outside number 120 / 120A Urmston Lane and Sandy lane junction) should be clear of parking at all times due to the vehicle speeds on the approach to the bend.

Recommendations

- It is recommended not to progress with any type of residents permit parking scheme due to a lack of support.
- Report the concerns regarding speeding traffic on Urmston Lane to the police for investigation and possible enforcement activity.
- Investigate whether there is any scope for removing the build out outside number 46 and setting back the existing bus stop so as not to obstruct following traffic.

Stretford Metrolink – Area 13

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 1090 properties consulted, responses were received from 364, giving an overall response rate of 33%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Trafford Grove – 19% Response Rate – All Residential

“There are only issues during Man Utd games but £40 per permit is far too much”

“Funerals can cause parking issues”

“Footway parking is an issue along with parking too close to junctions”

Of those households that responded, 7 have issues with parking and 12 do not, 1 stated that the morning was an issue, 2 the afternoon, 2 the evening and 6 at any time. 5 stated that commuters were a problem, 1 said neighbours and 2 said it was local businesses. In total, the residents that responded park 20 vehicles on street.

To summarise, most respondents are not experiencing any particular parking issues and those that do, experience them at sporadic time such as when funerals occur or sometimes when there is a home game on at Old Trafford. There are concerns about footway parking and parking taking place too close to junctions.

Radnor Street Residents – 9% Response Rate – All Residential apart from 1 business

“Our business has been operating here since 1922 and a permit scheme would be very detrimental to us”

“Should have at least 2 free permits per household”

Of those households that responded, none stated that they have issues with parking and none needed to park any vehicles on-street.

The lack of feedback suggests that there are few issues with the current situation.

Larch Avenue Residents – 17% Response Rate – All residential

“Being charged to park outside my home is ridiculous”

“Parking is not an issue but the traffic signals at Lime Road need to be assessed”

“Happy to pay for a permit if it stops obstructive parking”

Of those households that responded, 1 has issues with parking and 6 do not, 3 stated that the morning was an issue, 3 the afternoon and 1 the evening. 3 stated that commuters were a problem, 1 said the school and 2 said it was neighbours. In total, the residents that responded park 8 vehicles on street.

To summarise, the lack of a response suggests that there are no particular issues on Larch Avenue. However, concerns were raised regarding the operation of the traffic signals at the junction of Lime Road and that if they were amended, traffic flow could be greatly improved at peak times.

Maple Avenue Residents – 50% Response Rate – All residential

“Cars parking on junction of Lime Road and Maple Avenue make it difficult to see”

“Commuter parking is an issue from 7.30am but I would not want to restrict visitors to the crematorium”

“School times are the only problem times”

Of those households that responded, 2 have issues with parking and 4 do not, 1 stated that the morning was an issue and 1 said the afternoon. 2 stated that commuters were a problem, 2 said the school and 1 said it was local businesses. In total, the residents that responded park 8 vehicles on street.

To summarise, the majority of respondents do not experience issues and those that do are unwilling to contribute towards a permit scheme. Concerns were raised regarding obstructive junction parking

Lime Road Residents – 44% Response Rate – All residential apart form 1 business

“Occasional problems at night and at weekends”

“Cars parked all day whilst the owners catch the tram”

“Double parking in the area is dangerous and sometimes driveways are blocked”

Of those households that responded, 12 have issues with parking and 10 do not, 12 stated that the morning was an issue, 13 said the afternoon, 4 said the evening and 3 said any time. 14 stated that commuters were a problem, 7 said the school, 2 said neighbours and 1 said it was local businesses. In total, the residents that responded park 20 vehicles on street.

To summarise, some of the residents are experiencing parking issues caused by commuters. There are also issues regarding inconsiderate obstructive parking.

Granby Road Residents – 34% Response Rate – All residential

“I would not be in favour of a permit parking scheme as it would not help”

“There is a pinch point on Granby Road that gets very congested at school times”

“People don’t use their drives and the school and football traffic is not significant enough to warrant a permit parking scheme”

Of those households that responded, 5 have issues with parking and 10 do not, 8 stated that the morning was an issue, 7 said the afternoon and 1 said the evening. 5 stated that commuters were a problem and 4 said the school. In total, the residents that responded park 14 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking capacity. However, there could be scope to introduce some school time parking restrictions on the pinch point within Granby Road in order to maintain access and visibility.

Vernon Avenue Residents – 55% Response Rate – All residential

“Parking permits would be more of a hindrance than a help”

“There are visibility issues caused due to vehicles being parked too close to junctions”

“I strongly support a permit scheme as there is parking by commuters and football supporters”

Of those households that responded, 6 have issues with parking and 11 do not, 7 stated that the morning was an issue, 8 said the afternoon, 2 said the evening and 2 said any time. 10 stated that commuters were a problem, 8 said the school and 2 said neighbours. In total, the residents that responded park 11 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking capacity. However, concerns have been raised regarding junction parking, so this could be addressed by the introduction of relevant restrictions.

Melfort Avenue Residents – 23% Response Rate – All residential

“I can see no justification for this scheme, it is just a money-making exercise”

“There should be more parking provided for the tram station e.g. the old post office sorting office”

Of those households that responded, 1 has issues with parking and 7 do not, 1 said that the afternoon was an issue and 1 said that the school created the problem. In total, the residents that responded park 4 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking and would not be in favour of a permit parking scheme.

Meadow Close Residents – 73% Response Rate – All residential

“Parking is not an issue, I object to the proposal”

“Even if there is a permit scheme, it would not be enforceable during school times, and this is when the issues are at their worst”

“We have never had a problem with parking, so I strongly oppose the scheme”

Of those households that responded, 5 have issues with parking and 18 do not, 5 stated that the afternoon was an issue, 4 said the evening and 4 said at any time. 5 stated that commuters were a problem, 8 said the school, 6 said it was neighbours and 1 said it was a local business. In total, the residents that responded park 16 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking capacity and would not be in favour of a permit scheme.

Walwyn Close Residents – 43% Response Rate – All residential

“Parking is not a problem, it is the ignorant parents of school children. The school entrance should be moved to Wansbrook Close”

“Permit parking would cause more hassle”

“The main problem is overspill residents from Granby Road”

Of those households that responded, 2 have issues with parking and 5 do not, 1 stated that the morning was an issue, 2 said the afternoon and 1 said at any time. 2 stated that the school was a problem and 1 said it was neighbours. In total, the residents that responded park 4 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking capacity and would be unsupportive of a permit parking scheme.

Hapton Avenue Residents – 53% Response Rate – All residential

“The problem is not capacity but the inconsiderate parking by metrolink commuters”

“We have problems with weekend shoppers parking here”

Of those households that responded, 2 have issues with parking and 8 do not, 6 stated that the morning was an issue, 6 said the afternoon, 1 said the evening and 3 said at any time. 8 stated that commuters were a problem. In total, the residents that responded park 5 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking capacity but raise concerns regarding the manner in which some vehicles are parked.

Tresco Avenue Residents – 33% Response Rate – All residential

“Parking on both sides of this narrow road causes access issues”

“I do not want to pay to park so would rather cope as we are”

“Should impose parking restrictions on one side”

Of those households that responded, 5 have issues with parking and 2 do not, 1 stated that the morning was an issue, 1 said the afternoon and 4 said at any time. 6 stated that commuters were a problem and 2 said it was neighbours. In total, the residents that responded park 2 vehicles on street.

To summarise, the majority of residents are not experiencing any issues with parking capacity. However, there could be scope to introduce some day time parking restrictions on one side of Tresco Avenue in order to maintain access.

Tilney Avenue Residents – 17% Response Rate – All Residential

No issues were reported within the feedback. The lack of response infers that the residents are coping with the current arrangements.

Sulby Avenue Residents – 50% Response Rate – All Residential

“There is lots of commuter parking for the tram, but I would not want to pay any more money for permits”

“Strongly object to permit parking”

No particular issues were reported and in total, the residents that responded park 4 vehicles on street. The lack of feedback would suggest that the residents are coping with the current arrangements.

Faulkner Road Residents – 50% Response Rate – All Residential

“People park and use the tram. The Council should put up a sign saying Residents Only”

Of those households that responded, 1 has issues with parking and 1 does not. 1 stated that parking was a problem at any time. 1 stated that commuters were a problem. In total, the residents that responded park 4 vehicles on street.

To summarise, the lack of response infers that the residents are coping with the current arrangements.

Truro Avenue Residents – 56% Response Rate – All Residential

“Most properties have driveways for multiple cars”

“It is ridiculous to ask about a permit scheme, there are no issues”

“Footway parking causes problems and not being able to see at junctions”

Of those households that responded, 4 have issues with parking and 6 do not. 2 stated that parking was a problem in the morning, 3 said the afternoon, 2 said the evening and 5 said any time. 4 stated that commuters were a problem, 1 said the school, 7 said neighbours and 2 said local businesses. In total, the residents that responded park 7 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking other than concerns raised about footway parking. It is suggested that this is reported to the police for enforcement when resources allow.

Hillingdon Road Residents – 38% Response Rate – All Residential

“People don’t use their driveways”

“Obstructive parking at junctions and cars are parked in an obstructive way”

“Please do not bring permits to our road”

Of those households that responded, 5 have issues with parking and 24 do not. 3 stated that parking was a problem in the morning, 1 said the afternoon, 2 said the evening and 5 said any time. 6 stated that commuters were a problem, 5 said the school, 9 said neighbours and 2 said local businesses. In total, the residents that responded park 21 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking other than concerns raised about inconsiderate and obstructive parking. It is suggested that the location be assessed with a view to introducing junction protection.

Norwood Road Residents – 21% Response Rate – All Residential

“No parking problems. Football traffic never extends this far and we all have off road parking”

“Some issues with junction parking when football matches are on”

Of those households that responded, 3 have issues with parking and 44 do not. 2 stated that parking was a problem in the morning, 3 said the afternoon, 1 said the evening and 2 said any time. 4 stated that the school was a problem and 2 said it was neighbours. In total, the residents that responded park 39 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking other than concerns raised about junction parking. It is suggested that the location be assessed with a view to introducing junction protection.

Kenwood Road Residents – 35% Response Rate – All Residential

“Some overspill residents parking can cause issues”

“Parking problems near to the church on Tuesdays and Saturdays”

“We do not need permits, this is a money-making scheme”

Of those households that responded, 6 have issues with parking and 30 do not. 2 stated that parking was a problem in the morning, 2 said the afternoon, 4 said the evening and 3 said any time. 1 stated that commuters were a problem, 6 said neighbours and 1 said local businesses. In total, the residents that responded park 24 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking and would be unsupportive of the introduction of a permit parking scheme.

Cromwell Road Residents – 29% Response Rate – All Residential

“Events at the school and park can cause issues but we always manage to park”

“We do not have a parking problem and I would resent paying for a permit”

“The area needs restrictions on the junctions as visibility is bad”

Of those households that responded, 7 have issues with parking and 32 do not. 3 stated that parking was a problem in the afternoon, 4 said the evening and 4 said any time. 5 stated that commuters were a problem, 4 said the school and 4 said neighbour. In total, the residents that responded park 42 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking and would be unsupportive of the introduction of a permit parking scheme. However, there are concerns about junction parking and it is suggested that the area is assessed with a view to introducing junction protection.

Longford Avenue Residents – 28% Response Rate – All Residential

“We rarely have problems parking on-street and have always been able to park nearby”

“I object to a permit scheme, we pay enough as it is”

No particular issues were fed back and the respondents park 9 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking and would be unsupportive of the introduction of a permit parking scheme.

Alder Grove Residents – 41% Response Rate – All Residential

“A permit scheme is not needed as we do not get football traffic or metrolink parking”

“This is a stealth tax by Trafford Council”

No particular issues were fed back and the respondents park 4 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking and would be unsupportive of the introduction of a permit parking scheme.

Hortree Road Residents – 14% Response Rate – All Residential

“No requirements for permit parking on Hortree Road”

“Footway parking makes things very dangerous for pedestrians”

Of those households that responded, 1 has issues with parking and 3 do not. 1 stated that parking was a problem at any time and 1 stated that neighbours were a problem. In total, the residents that responded park 3 vehicles on street.

To summarise, it seems that most residents do not realise a problem with parking and would be unsupportive of the introduction of a permit parking scheme. However, there are concerns about footway parking and it is suggested that these concerns are passed onto the police for enforcement when resources allow.

Marston Road Residents – 29% Response Rate – All Residential

“I have problems but do not want to pay for a permit”

“Footway parking makes walking down the road very difficult”

“Dangerous parking on corners”

Of those households that responded, 4 have issues with parking and 2 do not. 2 stated that parking was a problem at any time and 2 stated that neighbours were a problem. In total, the residents that responded park 5 vehicles on street.

To summarise, on the whole it seems that most residents do not realise a problem with parking and would be unsupportive of the introduction of a permit parking scheme. However, there are concerns about footway parking and it is suggested that these concerns are passed onto the police for enforcement when resources allow. There are also concerns regarding junction parking and it is recommended that the area is assessed with a view to introducing junction protection.

Rokeby Avenue Residents – 36% Response Rate – All Residential

“We are affected because we are close to the tram station. I would prefer not to pay but would do if it stopped the problem”

“The proposal would make things worse rather than better”

Of those households that responded, 3 have issues with parking and 2 do not. 2 stated that parking was a problem in the morning, 1 in the afternoon, 2 in the evening and 2 at any time. 3 stated that commuters were a problem, 1 said the school, 1 said it was neighbours and 1 said a local business. In total, the residents that responded park 7 vehicles on street.

To summarise, on the whole the feedback is mixed but the lack of response suggests that the majority of residents do not experience issues enough to warrant a permit parking scheme.

Summary

In general, the feedback highlighted that there are perceived pockets of commuter parking associated with Metrolink. There are also issues in the roads very close to the school at start and finish times. Concerns were raised about footway parking along with junction parking throughout the whole area. However, the overall feedback does not appear supportive of the introduction of a permit parking scheme.

Recommendations

- Due to a lack of overall support, it is recommended not to progress with a permit parking scheme.
- Existing yellow line road markings in the area should be renewed where necessary, as some look to be in a state of disrepair and could possibly be difficult to enforce.
- Consider introducing the minimum of junction protection where none currently exists
- Consider implementing a school start / finish time parking restriction on the narrow section of Granby Road (covering the bend in the road).
- Report concerns regarding footway parking to the place so that they may enforce and issue tickets / warning notices.
- Consider removal of obsolete loading bay on Radnor Street to provide additional parking.

Sylvan Grove – Area 14

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 15 properties consulted, responses were received from 10, giving an overall response rate of 66%. Extracts of the main points raised within the feedback are detailed below:

Feedback

Sylvan Grove Residents – 53.3% Response Rate – All Residential except 1x Church

“Used as school run, taxi rank & church. Parking on DYL causing obstruction”

“No need for any improvements”

“Problems from flats, long term airport parking, church services, lack of enforcement”

Summary

Of those households that responded, 3 have issues with parking and 5 do not, 3 have issues with visitor parking and 5 do not 2 stated that the morning was an issue, 2 the afternoon, 2 the evening and 2 at any time. 2 stated that commuters were a problem, 1 said the school, 0 said neighbours and 1 said it was local businesses. In total, the residents that responded park 0 vehicles on street.

Albert Place Residents – 20% Response Rate – All Residential except 1x Church

“Evening parking after 6pm for pubs church etc. would welcome extension to 8pm”

Summary

Of those households that responded, 1 have issues with parking and 1 do not, 1 stated that the morning was an issue, 1 the afternoon, 2 the evening and 0 at any time. 1 stated that commuters were a problem, 1 said the school, 0 said neighbours and 2 said it was local businesses. In total, the residents that responded park 1 vehicles on street.

Recommendations

The overall feedback does not appear supportive of the introduction of a residents parking scheme. This area will however be considered as part of the Altrincham Town parking scheme, which is currently being designed.

Scheme 15 - Balfour Road – Carrsvale Avenue

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 68 properties consulted, responses were received from 50, giving a response rate of 74%. All properties that responded were residential.

Of those consulted, 78% in descending order, said that they have no need for a scheme to be implemented or refuse to pay for the permits included if a scheme was introduced. The 22% of resident stated parking problems due to the nearby shops, Flixton Academy Of Performing Arts and Trafford General Hospital. Other reason such as neighbours having to many cars and suggestions of proposing junction protection markings were included within the consultation responses.

Feedback

Balfour Road Residents

Extracts of the main points raised within the feedback is detailed below:

“No requirement for permit parking”

“Parking issues due to shops & Flixton Academy of Performing Arts but doesn't think household should pay for permits”

“Only local issue is hospital parking which doesn't affect residents here”

Of those households that responded, 3 have issues with parking and 18 do not, 2 stated that the morning was an issue, 2 the evening and 2 at any time. 3 stated that neighbours were a problem and 1 said it was a local business. In total, the residents that responded park 24 vehicles on street.

To summarise, most respondents agree that there is no particular parking issue on the road and therefore, a permit parking scheme is unlikely to be supported.

Carrsvale Avenue

Extracts of the main points raised within the feedback is detailed below:

“No requirement for permit parking”

“Object to scheme and charges included”

“No problems on Carrsvale Avenue yet. Parking from Trafford General onto roads - Craig Avenue & Moorside Road”

Every respondent said that they do not experience parking issues on the road. Therefore, it is unlikely that support would be received for any type of parking measures.

Barton Avenue

Extracts of the main points raised within the feedback is detailed below:

“Speed limits/traffic calming need to be managed”

Every respondent said that they do not experience parking issues on the road. Therefore, it is unlikely that support would be received for any type of parking measures. Concerns regarding traffic speeds were raised.

Princess Road

Extracts of the main points raised within the feedback is detailed below:

“Consider to introduce a scheme including Princess Road also or do not implement any scheme as there will be a knock-on affect”

“Junction parking issues affecting Princess Road”

Of those households that responded, 2 have issues with parking and 1 does not, 1 stated that the morning was an issue and 2 said the evening. 1 stated that commuters were a problem, 2 said neighbours and 1 said it was a local business. In total, the residents that responded park 5 vehicles on street.

To summarise, Princess Road was not included within the consultation exercise but some residents have been informed about the proposal from others. If any type of measures were to be progressed for this area, Princess Road would need to be included as parking will likely displace there.

Summary

Of the 39 residents that provided additional comments within their questionnaire response, 28 were opposed to any form of permit parking and the remaining residents have highlighted problems within the area without stating whether they are in support of a residents parking scheme.

Recommendations

It is recommended not to progress with any type of residents permit parking scheme due to a lack of support.

Scheme 16 – Alice Street Area - Parking

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 224 properties consulted, responses were received from 56, giving a response rate of 25%. All properties that responded were residential.

Of those consulted, in descending order, said that residents from other roads park in their road. Local shop workers, customers and office block workers cause parking problems. Other reason such as the majority of residents of the two private roads in the area are against a residents parking scheme.

Feedback

Alice Street Residents

Extracts of the main points raised within the feedback is detailed below:

“local business park here, shoppers come and go, and most residents have two vehicles”

“people who shop or work in village and residents on temple road is the problem”

Of those households that responded, 14 have issues with parking and 8 do not, 3 stated that the morning was an issue, 5 the afternoon, 3 the evening and 13 at any time. 5 stated that commuters were a problem, 1 said the school, 5 said neighbours and 11 said it was local businesses. In total, the residents that responded park 30 vehicles on street.

To summarise, it would seem that the residents of Alice Street are concerned with parking generated by local businesses.

James Street Residents

Extracts of the main points raised within the feedback is detailed below:

“neighbours from Alice Street parking on James Street”

“Workmen & Taxis parking”

Of those households that responded, 6 have issues with parking and 7 do not, 0 stated that the morning was an issue, 1 the afternoon, 3 the evening and 4 at any time. 3 stated that commuters were a problem, 0 said the school, 3 said neighbours and 4 said it was local businesses. In total, the residents that responded park 13 vehicles on street.

To summarise, it would seem that James Street is being used for parking for a variety of reasons from residents over spilling from other areas to local business staff and customers. There are no frontages at the southern end of James Street and there is a pay and display car park so there is likely to be no justification for extending the times of operation of the current scheme to cover 24 hours a day.

Edward Street Residents

Extracts of the main points raised within the feedback is detailed below:

“Parking is not bad enough to pay for permits. Can always park close to my house if not outside”

“People parking and shopping in Sale Moor and commuters when they go to work are the biggest issues”

Of those households that responded, 5 have issues with parking and 2 do not, 1 stated that the morning was an issue, 1 the afternoon, 5 the evening and 1 at any time. 1 stated that commuters were a problem, 1 said the school, 6 said neighbours and 2 said it was local businesses. In total, the residents that responded park 13 vehicles on street.

To summarise, it would appear that some residents are experiencing parking issues, mostly caused by other neighbours. Some residents on Old Hall Road have created parking areas at the rear of their properties and these are accessed via Alice Street and Edward Street. The need to maintain access to these parking areas has meant a reduction in on-street parking capacity. It is also noted that parking for the local shopping area is an issue, however, the current parking scheme within the vicinity allows for 1 hour of parking for non-permit holders, so extending this scheme is unlikely to solve the short term shopper parking issue. Therefore, A permit parking scheme is unlikely to assist with these issues.

Hampson Street Residents

Extracts of the main points raised within the feedback is detailed below:

“Not prepared to pay. This will not improve the situation at terraced houses”

Of those households that responded, 3 have issues with parking and 3 do not, 0 stated that the morning was an issue, 0 the afternoon, 0 the evening and 3 at any time. 1 stated that commuters were a problem, 1 said the school, 1 said neighbours and 3 said it was local businesses. In total, the residents that responded park 7 vehicles on street.

To summarise, it would seem that the residents of Hampson Street are unsupportive of permit parking or unwilling to contribute financially towards it.

Wilkinson Street Residents

Extracts of the main points raised within the feedback is detailed below:

“un-adopted street owned by residents - has residents parking only signs already which are respected”

Of those households that responded, 1 have issues with parking and 5 do not, 0 stated that the morning was an issue, 0 the afternoon, 1 the evening and 1 at any time. 0 stated that commuters were a problem, 0 said the school, 0 said neighbours and 0 said it was local businesses. In total, the residents that responded park 7 vehicles on street.

To summarise, it has been stated that Wilkinson Street does not form part of the adopted highway and that there are existing “Residents Parking” signs which are well respected. Therefore, it is recommended not to progress with a permit scheme on this road.

Summary

Of the 41 residents that provided additional comments within their questionnaire response, there is no majority vote for or against a residents parking scheme. However, the residents have highlighted what they think is the cause of the parking problem within the area.

Recommendations

- It is recommended not to progress with an extension to the boundary of the existing residents permit parking scheme due to a lack of support.
- Due to the lack of driveways at the majority of properties and constraints on available on street parking capacity, it is recommended to reduce the current double yellow line markings on Alice Street at its junction with Temple Road or to convert to single yellow lines to be operational between 8am-6pm. This will increase on-street parking capacity on Alice Street. This will be added to the TRO matrix, which determines the annual TRO programme.
- In order to assist enforcement, it is recommended to refresh all yellow line road markings within the area, if necessary.
- The existing scheme could be extended to cover the hours of 8am to 6pm to be consistent with the single yellow lines currently in operation in the area. This may give residents more chance of finding parking space in the evening peak as currently, from 4pm, non-permit holders can park in the bays overnight till 9am the next morning.
- It is recommended to remove the vegetation located on James Street, in the grass verge adjacent to number 17 Alice Street in order to improve access and visibility.

Scheme 17-Delamere Avenue - Grange Avenue

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 137 properties consulted, responses were received from 35, giving a response rate of 26%. All properties that responded were residential.

Of those consulted, the majority stated that matchday / event day, Islamic Centre, medical Centre and school parking is the problem in this area.

Feedback

Delamere Avenue Residents

Extracts of the main points raised within the feedback is detailed below:

“Football fans & Islamic Centre on Moss Road cause issues. Fully support scheme and wish it to be managed correctly”

“Delamere medical centre patients / staff parking, school parking problems, match day cricket & football and concerts cause issues. Everyone parks on Delamere Avenue”

Of those households that responded, 5 have issues with parking and 0 do not, 1 stated that the morning was an issue, 1 the afternoon, 1 the evening and 5 at any time. 1 stated that commuters were a problem, 5 said the school, 4 said neighbours and 0 said it was local businesses. In total, the residents that responded park 7 vehicles on street.

To summarise, it would seem that the residents of Delamere Avenue are experiencing parking issues and would on the whole be supportive of a residents permit parking scheme.

Grange Avenue Residents

Extracts of the main points raised within the feedback is detailed below:

“Parking on corners is a serious problem - GP practice, mosque and match/event day parking”

“Main problems are school run traffic, medical centre, mosque, shops and match day parking. Emergency vehicles struggle to get through. Entry to Grange Avenue blocked by shop users. 20mph should be introduced”

“Mosque and doctors causing parking problems. Introduce one way system on Grange Avenue and Delamare Avenue, double yellow line on corners, improve lighting”

Of those households that responded, 11 have issues with parking and 2 do not, 7 stated that the morning was an issue, 7 the afternoon, 6 the evening and 7 at any time. 2 stated that commuters were a problem, 10 said the school, 3 said neighbours and 8 said it was local businesses. In total, the residents that responded park 16 vehicles on street.

To summarise, it would seem that the residents of Grange Avenue are experiencing problems and would be supportive of some sort of parking scheme.

Derbyshire Lane Residents

Extracts of the main points raised within the feedback is detailed below:

“Parking is a big issue”

Of those households that responded, 2 have issues with parking and 0 do not, 1 stated that the morning was an issue, 1 the afternoon, 0 the evening and 1 at any time. 0 stated that commuters were a problem, 1 said the school, 1 said neighbours and 0 said it was local businesses. In total, the residents that responded park 1 vehicles on street.

To summarise, the 2 residents that responded from Derbyshire Road have driveways that are accessed via Moss Road and Delamere Avenue respectively. They are both experiencing issues with inconsiderate obstructive parking, but a permit scheme would unlikely assist with this issue. Maybe access protection markings might help.

Garden Avenue Residents

Extracts of the main points raised within the feedback is detailed below:

*“Struggle to get of my drive because of badly parked cars on street - difficult to consider permit parking without being aware of cost, more/different options?
Grange Avenue Residents”*

Of those households that responded, 1 have issues with parking and 0 do not, 0 stated that the morning was an issue, 1 the afternoon, 1 the evening and 0 at any time. 0 stated that commuters were a problem, 0 said the school, 0 said neighbours and 1 said it was local businesses. In total, the residents that responded park 1 vehicles on street.

To summarise, Garden Avenue is a very narrow road and appears to be at full capacity with residents parking down one side of the carriageway. It is unlikely that a permit parking scheme would assist.

Melbourne Avenue Residents

Extracts of the main points raised within the feedback is detailed below:

“School run, gp patients, matchday, concerts, mosque parking and taxi drivers. Neighbours also don’t park outside their house if it has a tree”

“Mosque and match day parking. Would welcome a scheme”

“Residents using cones and bins to block pavements on match days. Cars parking on pavements restricts pushchairs and wheelchairs passing”

Of those households that responded, 7 have issues with parking and 2 do not, 2 stated that the morning was an issue, 1 the afternoon, 2 the evening and 5 at any time. 0 stated that commuters were a problem, 7 said the school, 6 said neighbours and 4 said it was local businesses. In total, the residents that responded park 12 vehicles on street.

To summarise, it would seem that the residents of Melbourne Avenue are experiencing parking issues caused by many different issues. It is likely that some would support a permit parking scheme but not all are in favour of contributing to the cost

Moss Road Residents

Extracts of the main points raised within the feedback is detailed below:

“Have requested DYL on corner of Moss Road - Garden Avenue. People parking over resident’s access”

“Problems as people parking over driveway”

Of those households that responded, 2 have issues with parking and 1 do not, 0 stated that the morning was an issue, 1 the afternoon, 0 the evening and 1 at any time. 0 stated that commuters were a problem, 0 said the school, 1 said neighbours and 1 said it was local businesses. In total, the residents that responded park 4 vehicles on street.

To summarise, it would seem that the residents of Moss Road are experiencing obstructive inconsiderate parking but there are no issues with parking capacity. Therefore, a permit scheme is not recommended but it may be beneficial to introduce access protection markings at private driveways, where they do not already exist. Also review the junction protection at the side road junctions off Moss Road.

Woodlands Avenue

Extracts of the main points raised within the feedback is detailed below:

“All problems will just move to Woodlands Avenue & Garden Avenue and these Avenues already suffer from match day, commuter and mosque parking”

“Mosque causing parking problems. Provide parking for Mosque instead of charging residents for permits”

Of those households that responded, 3 have issues with parking and 0 do not, 0 stated that the morning was an issue, 2 the afternoon, 1 the evening and 2 at any time. 1 stated that commuters were a problem, 1 said the school, 0 said neighbours and 3 said it was local businesses. In total, the residents that responded park 5 vehicles on street.

To summarise, it would seem that the residents of Woodlands Avenue are experiencing parking issues but are not generally supportive of contributing towards a permit parking scheme.

Summary

In general, the feedback suggests that the area is suffering from parking congestion due to various different attractors such as the Mosque, School, Medical centre and its proximity to Old Trafford football ground and the Cricket ground.

Recommendations

- It is recommended to progress to the next stage of assessment to implement a resident permit parking scheme which could also cover matchday and event day parking.
- It is recommended that minimum junction protection markings be introduced at Moss Road and the side roads leading off it.
- Limited waiting bays could be introduced on Moss Road outside the businesses in order to provide customer parking turnover. However, all day staff parking could be displaced into side roads.

Ashlands – Area 18

Resume of feedback from the consultation

Residents were consulted in December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 105 properties consulted, responses were received from 26, giving an overall response rate of 24.76%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Ashlands Residents – 21 Responses – All residents

“The main problem is parking at the junction of Ashlands/Ashton Lane. Which can be resolved by extending double yellow lines. ”

“No parking issues on this road permits not required.”

“The road is a cul-de-sac. People parked here find it difficult to exit due to parking on both sides of the road. Pavement parking is also a problem.”

“Commuter parking is the biggest problem as the cars are there from early morning till late evening.”

Of those households that responded, 7 have issues with parking and 14 do not, 9 stated that the morning was an issue, 6 the afternoon, 0 the evening and 1 at any time. 11 stated that commuters were a problem and 8 said it was the Care home. In total, the residents that responded park 17 vehicles on street.

To summarise, most respondents agree that there is some parking congestion at the junction of Ashlands and Ashton Lane, however this can be resolved by introducing ‘No Waiting at Any Time’ waiting restrictions around the junction. Some also agree that the area is used by commuters, the staff from the care home and that residents themselves also cause some of the issues by not using their driveways. It would appear that most would like to introduce junction protection to provide visibility when entering/exiting Ashlands.

Oakfield Residents – 4 Responses – All Residents

“ Weekends are busier than the weekdays however there is always parking places. Brentwood have their own private car park.”

“Oakfield should stay as it is with no parking restrictions. It is a busy road that is used as a cut through. ‘

“ No Need for a change, no problem on this road.”

Of those households that responded, 0 have issues with parking. In total, the residents that responded park 2 vehicles on street.

To summarise, it seems that the residents on Oakfield do not experience any difficulty parking and would not support for a permit parking scheme.

Walnut Grove Residents – 1 Response – Residents

“Not sure how any new parking measures would affect Walnut Grove, given that only the property owners/ residents have the right to use these allocated spaces.”

Of those households that responded, 0 have issues with parking. In total, the residents that responded park 2 vehicles on Walnut Grove.

To summarise, it seems this resident does not experience issues regarding parking as they are provided parking by a private developer.

Summary

In general, the feedback highlighted that there are perceived congestion issues at the junction of Ashlands with Ashton Lane and that there are pockets of commuter parking for the Care home and local businesses. However, the overall feedback does not appear supportive of the introduction of a permit parking scheme.

Recommendations

- It is recommended not to progress with a permit parking scheme due to the lack of support.
- The installation of junction protection on Ashlands / Ashton Lane be considered as part of annual TRO programme.

Higher Downs Area 19

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 110 properties consulted, responses were received from 48, giving an overall response rate of 44%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Albert Square - 14 (out of 30) Responses – 47% Response Rate – All Residential

“The parking restrictions outside my house were put in place some years ago, they have been satisfactory and no reason to change them.”

“The commuter parking blocks Albert Square for the majority of the day 8 - 5:30. I feel this is unfair on the residents of Albert Square. The cars are often there all day and short stay parking (from St Johns surgery) is blocked as well.”

Of those 14 households that responded, 8 have issues with ‘personal’ parking, 6 stated they did not. 9 stated they had issues with visitor parking, 5 stated that they did not. 9 responders stated that the morning was a problematic time of day, 9 stated that the afternoon was problematic, 2 stated evening, with 2 responders saying there were parking problems at ‘anytime.’

10 responses stated that commuters parking their vehicles was the main problem, 3 commented on school associated parking, no one stated that a concern was neighbours having too many vehicles, 8 responders stated that vehicles from local businesses, whilst no responses mentioned school time parking. In total, the residents that responded park 10 vehicles on street.

To summarise, it would seem that there are parking issues on street, however because of substantial driveways to properties in this locality the impact upon residents is limited. 4 residents commented that they did not want a change to the 2hour limited parking on this highway, with 2 residents requesting a change (to 1 hour?). Comments were made with respect to medical centre parking, the potential danger to school children caused by parked vehicles, 2 responders requested double yellow lines to be introduced at the junction of Albert Square with St. Johns Road and two residents complained of workers vehicles being parked indiscriminately due to the level of current construction work within the area

Delamer Road - 16 (out of 34) Responses – 47% Response Rate – All residential

“For many years there has been problems trying to get out of my property drive. Very often the drive is partially blocked, making it very difficult and dangerous to get out of the road.”

“I'm pleased to see something is going to happen. The parking situation is impossible now. People completely block the road and its impossible for visitors or service people to park their vans. The road is getting very busy these days.”

Of those 16 households that responded, 13 responders stated that they had parking problems for themselves, but 2 stated that they did not. 13 responders also stated that they had parking issues for visitors, but once again, 2 stated that they did not. 8 responders stated that morning time was a problem, 7 responders stated that the afternoon time was a problem. 2 responders stated that evenings were a problem time, whilst 8 responders stated that there were problems all day.

14 responders stated that commuters were a problem, 8 school parking issues, 5 responders commented that neighbours had too many cars, and 9 responders stated that vehicles from local businesses were a problem. In total, the residents that responded park 16 vehicles on street.

To summarise, it would seem that there is evidence of significant commuter parking, along Delamer Road, by both people working in Altrincham and also those commuting into Manchester. 4 responders considered that situations on this highway were dangerous whilst 1 resident complained that confrontations had taken place.

5 responders were in support of permit parking scheme on this highway, one resident was not on the basis that it would be detrimental to local businesses. 2 residents complained about parking of vans and lorries parked on the highway in connection with building

Higher Downs - 9 (out of 16) Responses – 56% Response Rate – All residential

“Please note that Upper Downs (a road apparently being considered) is not Council property but privately owned by the house owners in the surrounding area? Having resided at 8 Higher Downs for over 10 years I can honestly say that there is no problem with the parking on Higher Downs and I have not heard of any complaints from any neighbours regarding the matter. I also believe that Higher Downs will become a far busier and noisier road with parking restrictions, meters, permits and I would be strongly against changing the parking arrangements on the road from what they are now. Kind Regards, Jennifer Powell.”

Of those 9 households that responded, 6 responders stated that they had parking problems for themselves, but 3 stated that they did not. 6 responders also stated that they had parking issues for visitors, with 3 stating they did not. 4 responders stated that morning times were a problem, 3 responded that afternoons were a problem, 1 responder stated evenings and 2 responded that parking was a problem at any time.

6 responders stated that commuters were a problem, 4 school parking issues, 1 responder that neighbours had too many cars, and 3 responders stated that vehicles from local businesses were a problem. In total, the residents that responded park 9 vehicles on street.

To summarise, there appears to be a mixed range of issues on this highway, largely due to the fact that properties in this area have substantial off-road parking. Residents recognise that there are problems due to commuter parking (and parental parking), including congestion, and frustration between neighbours, however with respect to a specific parking scheme there were no supportive comments and 1 stating that it would be unpopular on aesthetic grounds.

St. John's Road - 9 (out of 30) Responses – 29% Response Rate – 8 Residential, 1 Medical Practice

“We have previously requested a parking permit system for outside the house. Users of the GP and Altrincham prep school monopolise any available car space during work/school hours.”

“St. Johns Medical Centre is an NHS Practice Unit. Almost 17000 patients with only enough off-street parking for staff. We absolutely need to retain on street short stay parking on St. Johns Road for our patients. Doctor N. P. Lord, Managing Partner.”

Of those 9 properties from which responses were received, 7 have issues with 'personal' parking and 2 do not. Similarly, 8 have issues with 'visitor' parking and 1 does not. 5 stated that the morning period was a problem, 5 stated that the afternoon was a problem. 1 stated that the evening period was an issue, 4 that parking was a problem at any time.

4 responders stated that commuter's vehicles were a problem, 5 stated that parking in association with the school was a problem. 1 responder stated that neighbours with too many cars was a problem and 6 complained of parking associated with local businesses. In total, the residents that responded park 7 vehicles on street.

To summarise, there is a case and indeed some support (3 responders) for a parking scheme to be implemented on this highway. The problem in this respect is the need for on street parking for the Doctors Surgery, which would have to be accommodated. A resident commented that neighbours were parking on street, despite having driveways and 1 responder has spoken out against the introduction of a parking scheme.

Summary

In general, the feedback highlighted that there are parking issues within this area, due to a mixed consortium of Altrincham commuters, Manchester Commuters, School parking (parental), Doctors Surgery parking and currently, works vehicles in association with a number of ongoing residential developments.

Certain properties within the area suffer acute problems because of their particular location, whilst a short distance away (even on the same highway), residents state that there are no problems, because of substantial vehicle entrances and large driveways.

Recommendations

There is appetite for a parking scheme within this area, however a mixture of residents parking with limited waiting (and even some unrestricted parking?) must be carefully considered in order for it to be effective, without encouraging substantial vehicle migration

Seamon's Road – Area 20

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 70 properties consulted, responses were received from 9, giving an overall response rate of 13%. Extracts of the main points raised within the feedback are detailed below:

Feedback

Seamon's Road Residents – 13% Response Rate – All Residential except 2x businesses

“Parked vehicle in Seamon's Road to use local businesses”

“No need for any improvements”

“Problems from flats, long term airport parking, church services, lack of enforcement”

Summary

Of those households that responded, 2 have issues with parking and 7 do not, 0 stated that the morning was an issue, 2 the afternoon, 0 the evening and 1 at any time. 0 stated that commuters were a problem, 1 said the school, 1 said neighbours and 3 said it was local businesses. In total, the residents that responded park 6 vehicles on street.

Recommendations

The overall feedback does not appear supportive of the introduction of a residents parking scheme.

Lloyd Gardens – Area 21

Resume of comments from consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 178 properties consulted, responses were received from 29, giving an overall response rate of 16%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Armitage Road Residents – 8% Response Rate – All Residential

Only one resident voiced concerns of parking on Armitage Road.

Given the poor response rate it would appear that the residents of Armitage Road are content with the current restrictions.

Lloyd Gardens Residents – 19% Response Rate – All Residential

“Residents parking spaces are not policed. At the moment commuters park in them.”

“People working in local area park in Lloyd Gardens, rarely a parking space before 6pm”

“No Permits, put a barrier up”

Of those households that responded, all (12) have issues with parking including for their visitors. Eleven stated that there was a problem with parking at all times. Eleven stated that commuters were a problem. One suggested the school was the cause of the parking, four said neighbours and eight said it was local businesses. In total, of the residents that responded, 11 vehicles are parked on street.

To summarise, it would seem that the issues occur all day and could be down to commuters. However, our initial site survey recorded 30 cars parked in Lloyd Gardens at 6:45am which could suggest that the parking problems are a result of car ownership on the street exceeding the amount of available parking. Therefore, I would recommend a further Parking Beat Survey to confirm parking in the area taken at different times in a day e.g. 6am, noon and after 6pm to get a clearer idea of what causes the parking in the area.

Pownall Road Residents / Business – 26% Response Rate – All Residential

“Issues between 7am - 6pm, People park all day - Visitors have to park on Sainsburys but can only stay for 2 hours.”

“Dumping Cars / storage. Vandals damaging cars. Cars block other cars. The Hub park on the grass and cause congestion - not safe.”

Of those households that responded, seven have issues with parking and one does not. All eight had issues with visitors being able to park. Five stated that the parking problems occurred in the morning with five also reporting issues in the afternoon and three in the evening. Five suggested the parking was an issue at any time.

Five stated that commuters were a problem, one attributed the parking to the school. Three said it was neighbours' vehicles and four suggested it was local businesses. In total, the residents that responded park ten vehicles on street.

To summarise, the lack of responses would imply that the majority of residents are satisfied with the current parking arrangements. However following the initial site survey, there appears to be parking issues from people using the Hub and possible commuters (as stated by residents during the consultation process) with some motorists abusing the existing waiting restrictions. However, this result could be misleading as some of the properties with a Pownall Road address actually form part of Lloyd Gardens estate.

Rostherne Street Residents – 0% Response Rate

No households responded.

From the lack of responses received for this area we will have to assume that the residents appear satisfied with the current parking arrangements.

Tipping Street / Yarwood Street / Hale Road Residents & Business – 11% Response Rate – (4) Residential & (1) Business

“Visitors have trouble parking”

“Requested residents parking permits / visitors for 3 - 4 hours”

“Parking for users and staff is difficult”

“Lack of parking for Residents and Visitors. Problem with parking across drives or half way across. Road markings have faded that need re-doing”

Of those households and business that responded, four have issues with parking and one does not. Three stated that the morning was an issue and three said the afternoon. One suggested that parking was a problem at any time.

Four respondents indicated that the parking was commuter related. Three said it was local businesses. In total, the residents that responded park 44 vehicles on street.

To summarise, due to the lack of responses, it would appear that the majority of residents are satisfied with the current situation. The four out of the five residents who returned their questionnaires are not. Due to the nature of the area which includes businesses and residential properties lacking in off road parking; if a residents parking

scheme was introduced on this street it would likely impact the local businesses. Some provision, potentially limited waiting bays, to cater for customers of the businesses, would be required should a scheme be introduced.

A further Parking Beat Survey to confirm parking in the area taken at various times in a day e.g. 6am, noon and afternoon would be recommended.

William Walk Residents – 15% Response Rate – All Residential

“Yarwood Road double parked”

“DYL's on Yarwood Street and Tipping Street”

Of those households that responded three have issues with parking, one stated that mornings and afternoons were an issue.

Three stated that commuter parking was a problem and one said it was local businesses.

In total, the residents that responded park 36 vehicles on street.

There was a low response rate for this road suggesting the majority of residents are satisfied with the current situation, however, some might be in support of implementing double yellow lines on Yarwood Street which is the most attractive location for residents, business users and commuters to park.

Due to William Walk being a footpath, residents can only access this off Yarwood Street or Rostherne Street. It is possible that the residents who live on William Walk park on Yarwood Street (Rostherne Street has waiting restrictions on it). I would therefore recommend a further parking beat survey in the area to be taken at different times in a day e.g. 6am, noon and after 6pm to establish a clearer picture of who parks on Yarwood / Tipping Street at the times of operation.

Summary

In general, the response rate was poor in this area.

The feedback highlighted that there are parking issues, but the lack of responses suggest that all roads are not affected. There are already a few roads that have double yellow lines on them. It is also suggested that it is the residents themselves have too many vehicles for the space available and that providing a residents parking scheme would not be beneficial.

Recommendations

As previously mentioned, it is suggested that further Parking Beat Surveys for Lloyd Gardens and Yarwood Street / Tipping Street are to be carried out to establish the number of cars within this area and try to understand who is parking here.

It is recommended that consideration be given to additional enforcement in the area.

Churchfields Area 22

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 21 properties consulted, responses were received from 15, giving an overall response rate of 71%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Churchfields - 15 (out of 21) Responses – 71% Response Rate – All Residential

“The parking restrictions outside my house were put in place some years ago, they have been satisfactory and no reason to change them.”

“The commuter parking blocks Albert Square for the majority of the day 8 - 5:30. I feel this is unfair on the residents of Albert Square. The cars are often there all day and short stay parking (from St Johns surgery) is blocked as well.”

Of those 15 households that responded, 1 had issues with ‘personal’ parking, 14 stated they did not. 1 stated they had issues with visitor parking, 14 stated that they did not. 1 responder stated that there were parking problems at ‘anytime.’

1 responder commented on school associated parking (and church service parking). In total, the residents that responded park 9 vehicles on street.

Summary

To summarise, it would seem that there are occasional parking issues in respect to events that occur at the nearby school and the nearby church, but it is accepted by the vast majority of residents that these are minor inconveniences. A petition was raised by the local community which was signed by 19 (out of 21) households, against a permit parking scheme. A concern raised by the petition (and also in 3 of the questionnaire responses) was that parking occurs on the blind bend into the cul-de-sac which causes obstruction on the footpath for pedestrians, push chairs and wheel chair users (a white van was mentioned by two responders). It was considered by two responders that the introduction of prohibition of waiting double yellow lines at the roundabout junction of Churchfields with Carrington Lane and Manor Road, has only served to push vehicles into Churchfields, on those occasions when the Church and the School have events. As such more of this would not be welcome either.

Manor Road

It is noted that a section of Manor Road was encompassed within scheme 22 but no responses were received from this area?

Recommendations

It is hard to see how a parking scheme could be introduced in this area against the wishes of the vast majority of the residents.

Winstanley Road Area 23

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 302 properties consulted, responses were received from 164, giving an overall response rate of 54%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Winstanley Road - 62 (out of 86) Responses – 72% Response Rate – All Residential

“The main issue here is not parking space on the road for residents, it is safety on both road and pavement. Mon -Fri and to a lesser extend Sat, cars are parked on both sides of the road leaving a single track with only a few spaces for cars to pass each other. Cars park on the pavement to leave even this single track, often without thought for space for push chairs or wheel chairs being left. Cars park right up to the driveway entrances and opposite them, making it difficult and sometimes impossible to get on and off your drive. Visibility up and down the road is severely restricted in this situation making it very dangerous to turn out of the driveway, especially given the speed that some people drive at down the single track.”

“Due to commuters and people working in Sale Town Centre, parking on Winstanley Road it is very difficult and dangerous for residents trying to get out of their drives. Also, it poses problems when we have workmen at our properties who can't park their vehicles. Parking on the pavement is dangerous for the many young families who sometimes have to walk in the road with their children and pushchairs as well as blind people and wheel chair users.”

Of those 62 households that responded, 38 have issues with 'personal' parking, 23 stated they did not. 51 stated they had issues with visitor parking, 11 stated that they did not. 22 responders stated that the morning was a problematic time of day, 26 stated that the afternoon was problematic, 6 stated evening, with 25 responders saying there were parking problems at 'anytime.'

52 responses stated that commuters parking their vehicles was the main problem, 10 responses stated that a concern was neighbours having too many vehicles, 4 responders stated that vehicles from local businesses, whilst no responses mentioned school time parking. In total, the residents that responded park 35 vehicles on street.

To summarise, it would seem that there are significant problems caused to residents by blanket parking of vehicles, largely by commuters using Dane Road Metrolink Station. A significant number of residents complain of safety issues when accessing or egressing driveways, due to reduced space to manoeuvre coupled with poor visibility and the speed of some vehicles using Winstanley Road.

A considerable number of responders complain of safety issues, due to parking of vehicles on pavements and junctions, leading to pedestrians, push chairs and wheel chairs being taken into the vehicle carriageway, and the carriageway being reduced to one lane for significant lengths. A large number of residents mention speeding vehicles (six mention the speed of post office vehicles), with most responders having a concern for highway safety in one form or another. 5 responders that Winstanley Road is used as a 'rat-run', seven responders have asked for traffic calming measures to be introduced and two responders have mentioned verbal altercations with commuters.

Priory Road - 35 (out of 61) Responses – 57% Response Rate – All residential

“Some residents have a large number of vehicles, often large commercial vehicles which they use. Commuters park top end (Dane Road) of Priory Road, we have converted our garden and park our cars on drive, but visitors to the neighbours often park right up to the gates and opposite making exit/entrance difficult. Sherwood Avenue is full of neighbours' cars and visitors to us cannot park. One neighbour parks on the pavement totally blocking the pathway and our dropped kerb (at the back of the property). Sherwood is a cul-de-sac and the neighbours frequently reverse down Sherwood and on to Priory which is full of parked cars. it is dangerous.”

“There are no problems with parking at our end of Priory Road none whatsoever. The main problem is that people park on the pavement causing problems for push chairs, wheel chairs and zimmer frames. Also buses travel far too fast down the road, particularly metrolink replacement bus services. We would prefer waiting restrictions to parking permits. But really there is no need for any parking measures at the Broad Road end of Priory Road.”

Of those 35 households that responded, 17 responders stated that they had parking problems for themselves, but 18 stated that they did not. 17 responders also stated that they had parking issues for visitors, but once again, 18 stated that they did not. 10 responders stated that morning time was a problem, 10 responders stated that the afternoon time was a problem. 14 responders stated that evenings were a problem time, whilst 9 responders stated that there were problems all day.

18 responders stated that commuters were a problem, 0 school parking issues, 9 responders commented that neighbours had too many cars, and 1 responder stated that vehicles from local businesses were a problem. In total, the residents that responded park 21 vehicles on street.

To summarise, it would seem that there is once again evidence of significant commuter parking, particularly at the eastern end of Priory Road, causing obstruction to residents and their vehicles. 8 residents mentioned commuter parking all day, 7 specifically mentioned difficulties in accessing/egressing driveways, 6 mentioned visibility problems due to vehicles and 6 mentioned parking on footpaths to the hinderance of pedestrians and those with buggies or using wheelchairs.

3 residents related the problems when large busses are in the area (tram replacement services) and two residents also mentioned that problems occur when football matches are taking place.

7 residents (of the western end of Priory Road?) commented on the potential for vehicle migration if a partial scheme was introduced. Strangely only four responders openly supported a 'permit' scheme, whilst 5 responders specifically mentioned that they did not. Two residents made objection to paying for a permit.

Priory Close - 5 (out of 8) Responses – 63% Response Rate – All residential

“Commuters parking for metro is common practice along Priory Road and Priory Close, causing access problems to our driveway. This is causing a problem for access of emergency vehicles and bin lorries, as double parking often occurs. Double yellow lines should be employed at corners of Priory Road as sight lines are a problem when trying to access Priory Road from Priory Close.”

Of those 5 households that responded, 1 responder stated that they had parking problems for themselves, but 3 stated that they did not. 4 responders also stated that they had parking issues for visitors, with 1 no comment. 4 responders stated that morning that there were problems all day.

4 responders stated that commuters were a problem, 0 school parking issues, 0 responders that neighbours had too many cars, and 1 responder stated that vehicles from local businesses were a problem. In total, the residents that responded park 3 vehicles on street.

To summarise, it would seem that there is once again evidence of commuter parking problems, but with particular concern for access to Priory Close by emergency or refuse vehicles.

The nature of this narrow cul-de-sac with driveways all the way along means that this highway does not get blanket parking as thorough fares or through routes do. It is apparent though that some commuter parking does occur. Matchday parking was mentioned by 1 responder and 1 resident asked for double yellow lines to be introduced at the junction with Priory Road to protect sight lines.

Mornington Road - 15 (out of 32) Responses – 47% Response Rate – All Residential

“I would welcome a scheme that would make it easier for Mornington Road residents and their visitors to find a parking space. Not everyone has a drive on this road, most households have 2 cars (some have more). At the Priory Road end of this road, residents on Priory Road park on Mornington Road (both sides). At the Dane Road end there are cars parked for using the tram. I have lived on this road for over 20 years and i think the parking issues are getting worse. On a separate issue at the Dane Road end of Mornington Road cars park right on the corner making it dangerous when turning into Mornington Road. residents have too many cars. Thank You.”

“There are a great number of residents on my road who have a drive but park their cars on the road, thus taking up space unnecessarily. I object whole heartedly to any permit laden parking scheme.”

Of those 15 households that responded, 5 have issues with ‘personal’ parking and 10 do not. Similarly, 5 have issues with ‘visitor’ parking and 10 do not. 1 stated that the evening period was an issue, 4 that parking was a problem at any time.

5 responders stated that commuter’s vehicles were a problem, 4 responders stated that neighbours with too many cars was a problem. In total, the residents that responded park 15 vehicles on street.

To summarise, 7 responders stated that a parking scheme was not needed (or not wanted), 1 of these stating that problem vehicles would migrate is a scheme was introduced within the area. 3 responders mentioned parking by metrolink commuters, but 4 stated that neighbours with multiple car households were also a problem. Single lane operation was mentioned by one responder and the action of dangerous weaving of traffic in and out of parked vehicles was recognised by another responder. 1 responder was supportive of a scheme to help the current situation.

Merlyn Avenue - 13 (out of 21) Responses - 62% Response Rate – All Residential

“It is such a narrow little avenue. People park facing our drive way daily. Some days we have to call the police to help us get our cars off the driveway. The metro is a problem, people park and ride daily into town, thinking their cars are safe here with no through traffic. Also, when there is an event i.e. football at Old Trafford, we have to park our cars off our drive and on the street to prevent us being blocked in which is crazy. I have also been verbally abused in front of my children when asking someone to move on, even when this was the advice of a police officer.

Of those 13 households that responded, 8 have issues with personal parking of vehicles, whilst 5 do not. 8 responders have issues with visitor parking, whilst 5 do not. 6 residents stated that the morning was an issue, 6 stated that the afternoon was a problem period, 2 the evenings and 4 stated that there were parking problems at any time.

10 residents stated that commuter parking was a problem, 2 stated the school time parking was a problem no one stated neighbours vehicles were a problem and 3 stated that problems in relation to local businesses was adding to problems. In total, the residents that responded park 9 vehicles on street.

To summarise, there does appear to be significant issues on Merlyn Avenue with respect to inconsiderate parking. 7 responders mentioned commuter parking, 5 mentioned obstruction of driveways and the highway in general. 5 responders mentioned issues of parking on the pavement creating a dangerous situation for pedestrians, push chairs, wheel chair users and the elderly. Parking at the junction with Winstanley Road was also mentioned by 3 responders, with comments relating to vehicles being towed away, and refuse wagons being unable to enter the highway. Match day parking was also cited as a problem with 2 residents complaining of verbal abuse

5 responders were supportive of a permit scheme, 1 responder was not supportive.

Cranford Avenue - 13 (out of 31) Responses – 42% Response Rate – All Residential

“This road desperately needs permit parking. We live on the end house and more than likely have to use the space / driveway at the side of the house to park because of people leaving their cars outside the house. Total disrespect of some drivers too as recently somebody parked across the lowered kerb blocking our car in. My partner had to then take a taxi to work. I left a polite message on a note on the driver’s car but only to find it thrown into my garden later that day.”

“I am annoyed at commuters parking on my road but do not see why I should have to pay to purchase a permit to allow me to park on my road.”

Of those 13 households that responded, 9 have issues with ‘personal’ parking and 4 do not. 12 have problems with visitor parking and 12 does not. 3 responders stated that morning was a difficult time for parking, whilst afternoons were highlighted by 3 responders. 1 responder stated that evening was a problem period, whilst 9 responders stated that there were parking problems at any time.

11 responders stated that problems were due to commuters using the Metro Station. No one considered that the nearby school was leading to parking issues, 4 believed neighbours with too many cars were a problem and 6 residents considered that parking associated with local businesses was problematic.

In total, the residents that responded park 13 vehicles on street.

To summarise, those residents that responded consider that there are serious problems with obstruction to driveways and also dangerous parking in the vicinity of the Junction of Cranford Avenue with Winstanley Road. 5 residents stated that they were in support of a permit scheme 1 other resident stated that they resented paying for a parking permit.

Lynn Avenue 16 (out of 44) Responses – 36% Response Rate – All Residential

“The problem we regularly have is with commuter parking all day using the metrolink. I have had access to my driveway blocked numerous times. Also, the parking is often inconsiderate and potentially dangerous as often, the road is made too narrow for emergency services. It is mostly commuter parking Monday to Friday and matchday parking can also be a problem.”

Of those 16 households that responded, 8 have issues with ‘personal’ parking and 8 do not. With regards to visitor parking, 8 had an issue with parking and 8 did not. 8 residents stated that the morning was an issue, 8 stated that the afternoon was an issue. Only 3 said the evening was a problematic time and 6 stated that there were parking problems at any time.

11 responders stated that commuter parking was an issue, no one stated that the nearby school created parking issues, 2 responded that neighbours with too many cars were a problem and no residents stated that parking in relation to local businesses was a concern.

In total, the residents that responded park 7 vehicles on street.

To summarise, there is a consensus that parking is an issue for residents on this highway, with obstruction of driveways and access into Lynn Avenue by larger vehicles and concern for 4 responders. Match day and airport parking was also highlighted on three responses and rude and aggressive behaviour mentioned in two returns.

Once again parking on the pavement causing a dangerous situation for pedestrians, pushchairs, the elderly and disabled was also mentioned in 4 responses.

4 responses 'asked' for a scheme to be introduced, 1 responder stated that they resented paying for permits.

Sherwood Avenue 3 (out of 8) – 38% Response Rate – All Residential

"I support the implementation of permit parking - particularly as not all residents make use of the off-road parking they do have but continue to park on the road. I would willingly pay for additional visitors' permits and would further support the implementation of 2-3 hour waiting restrictions for vehicles parking without resident/visitor permits. May I also draw attention to inconsiderate visitor parking significantly restricting access to residents' driveways in what is already a very small area. Please apply any parking measures to the whole of the area under review, not just part of it."

Of the 3 households that responded, 2 stated that they were supportive of a parking scheme on this highway, due to inconsiderate parking by commuters and also visitors to other properties.

The other response was strongly against a scheme, based upon the fact that Sherwood Avenue is too far from the metrolink to be affected and that vehicles are well managed within this cul-de-sac by the residents.

In total, the residents that responded park 4 vehicles on street.

There are currently parking issues on this highway, however it appears to be self-inflicted. One resident commented that other residents do not make use of their own off-road parking space. It may well be the case that the nature of this highway would dissuade commuter parking and it is a significant distance from the metro station.

Cheriton Avenue 1 (out of 6) – 17% Response Rate – All Residential

"We have off-road parking, so this is not currently a great problem for us. But, if a residents' parking scheme is introduced we need to be included because otherwise non-residents will park on our street instead of where they park now. We would need visitors' passes though. The parking problem on Priory Road is caused by commuters who park there for Dane Road Metrolink. Cars parked at the end of Priory Road make driving down that end of the road quite difficult. I wonder where they will park once a parking scheme is introduced?"

To summarise, there are currently no parking issues on this highway, and it would appear from the poor response that residents of Cheriton Avenue feel they will be unaffected by a residents parking scheme.

Courts View (at the limit of the consultation area) 1 (out of 5) – 20% Response Rate – All residential

“Courts View is not a road, it is only an alley way for resident vehicles, delivery vans, bin collections and emergency use. It is also a private road.”

To summarise, there are currently no parking issues on this highway, and it would appear from the poor response that residents of Courts View feel they will be unaffected by a residents parking scheme.

Broad Road (not in consultation area) 2 responses

“Very dangerous parking often at Dane Road (Priory Road) junction. Seemingly commuters parking to access Dane Road Metrolink Station.”

Summary

In general, the feedback highlighted that there are significant parking issues on highways in proximity to Dane Road Metro link station. Those highways are Winstanley Road, Priory Road, Cranford Avenue, Lynn Avenue and Merlyn Avenue.

Problems in the area largely stem from blanket commuter parking, although football match parking, weekend shopping parking and even airport parking (vehicles left for up to 2 weeks) also occurs. This level of parking, which is often inconsiderate, causes access problems into and through the local highway network and major obstruction to vehicle accesses of residential properties.

Parking on pavements and at junctions has led to dangerous situations with pedestrians, push chairs and wheel chair users having to use the vehicle carriageway, and residents having to hand signal vehicle drivers, due to obstructed sight lines.

It is known that speeding vehicles are also a concern to local residents, possibly, partially due to driver frustration at certain times of the day, and a number of residents have asked for traffic calming measures to be introduced. The level and nature of parking on certain highways has also lead to access problems for larger vehicles, confrontations between residents and commuters, and the intervention of GMP, including towing away of vehicles.

Residents to the west of the consultation area are less supportive of any measures, however a number of residents do appreciate that a partial scheme will cause a migration of problem vehicles.

Recommendations

Consider a residents parking scheme, parking bays with limited waiting to accommodate service providers and visitors.

Further investigations required regarding the road safety issues raised.

Clarendon Road – Area 24

Resume of feedback from the consultation

Residents were consulted in late November / early December 2018 requesting feedback in relation to the possibility of introducing a traffic management scheme to tackle any parking issues experienced by residents.

The results are as follows;

Responses

Of the 175 properties consulted, responses were received from 51, giving an overall response rate of 29%. Feedback is presented for each road consulted. Extracts of the main points raised within the feedback are detailed below:

Feedback

Royce Avenue Residents – 36% Response Rate – All Residential

“The local car dealership causes issues as staff move their vehicles round every 2 hours so as to comply with the 2 hour maximum parking limit”

“Happy with the current scheme”

Of those households that responded, 3 have issues with parking and 5 do not, 3 stated that the morning was an issue, 3 the afternoon, 1 the evening and 2 at any time. 1 stated that commuters were a problem, 2 said the school, 2 said neighbours and 1 said it was local businesses. In total, the residents that responded park 8 vehicles on street.

To summarise, it would seem that the residents of Royce Avenue are happy with the current arrangements but would like more stringent enforcement.

Linden Avenue Residents – 26% Response Rate – All Residential

“Some issues at school times and some commuter parking for local businesses”

“Main issue is that neighbours have too many vehicles”

Of those households that responded, 6 have issues with parking and 3 do not, 1 stated that the morning was an issue, 3 the evening and 4 at any time. 1 stated that commuters were a problem, 4 said the school, 6 said neighbours and 4 said it was local businesses. In total, the residents that responded park 10 vehicles on street.

To summarise, it would seem that the issues are mainly of an evening and that residents of Linden Avenue have too many vehicles for the available on-street capacity. Therefore, an amendment to the times of operation of the permit parking scheme would not be beneficial.

Clarendon Avenue Residents – 33% Response Rate – 3 Residential and 1 Church

“Some issues with local car sales company and vehicles can be parked too close to junctions”

“Would not wish for the restrictions to be in operation after 6pm on weekdays or at all on Saturday or Sunday as this would affect the congregation at church”

Of those households that responded, 3 have issues with parking and 1 does not, 2 stated that the morning was an issue, 2, the afternoon, 1 the evening and 2 at any time. 2 stated that commuters were a problem, 3 said the school, 2 said neighbours and 2 said it was local businesses. In total, the residents that responded park 9 vehicles on street.

To summarise, the lack of responses would infer that other than some overspill parking during the day from the local businesses, there is not a particular issue with how the scheme is operating on Clarendon Road so no amendment to the current scheme is necessary.

Daresbury Avenue Residents – 43% Response Rate – All Residential

“Parking is fine except for short periods at school drop off and pick up times”

“The parking scheme is working well but the school parking needs to be tackled as it can be quite obstructive”

Of those households that responded, 2 have issues with parking and 4 do not, 2 stated that the morning was an issue and 2 said the afternoon. 3 stated that the school was a problem and 1 said it was local businesses. In total, the residents that responded park 5 vehicles on street.

To summarise, the residents appear to be happy with the current scheme, however, there may be scope to extend the times of operation in order to tackle the school parking issue, although this will have implications for surrounding streets.

Clifton Avenue Residents – 30% Response Rate – All Residential

“Local workers moving vehicles every 2 hours to not contravene the 2 hour parking restrictions”

“The parking scheme should be extended to operate 8am to 8pm or even 24 hours”

“Some residents are parking in turning circles and claiming those areas as their own, causing access issues”

Of those households that responded, 5 have issues with parking and 2 do not, 2 stated that the afternoon was an issue, 3 said the evening and 4 said any time. 3 stated that commuter parking was a problem, 5 stated that the school was a problem, 5 said the school, 5 said neighbours and 6 said it was local businesses. In total, the residents that responded park 11 vehicles on street.

To summarise, the residents appear to be happy with the current scheme, however, some may be supportive of extending the times of operation. It may also be beneficial to explore the possibility of restricting parking on the turning areas within the cul-de-sacs in this area.

It should be noted at the resident at number 4 Clifton Avenue has had a request for dropped kerbs to his "driveway" refused and they are to pursue legal action if Trafford Council do not reconsider.

Osbourne Road Residents – 30% Response Rate – All Residential

"Parking is terrible at school drop off and pick up times as parents park on restrictions on the roundabout at the access to the school, causing gridlock"

"Should allow only one permit per property or reduce the cost of lowering kerbs so that residents can build driveways"

"Too many residents have dropped the kerbs and built driveways and parking capacity is reduced as a result"

"Limited waiting times should be reduced to 30 mins which would help school drop off and pick up"

Of those households that responded, 6 have issues with parking and 3 do not, 4 stated that the morning was an issue, 3 said the afternoon, 3 said the evening and 1 said at any time. 2 stated that commuter parking was a problem, 6 said the school, 3 said neighbours and 2 said it was local businesses. In total, the residents that responded park 10 vehicles on street.

To summarise, the major issue for residents appears to be the local school. Therefore, there may be scope to extend the hours of operation of the existing scheme to prevent parking at school times and decrease the maximum limited waiting times in order to increase turnover. However, this will have a detrimental impact on surrounding roads.

Orchard Road Residents – 19% Response Rate – All Residential

"Permit parking is inconvenient and expensive. We should be able to do everything on line"

"The parking scheme is working well but school times are a problem, so the times of the existing scheme should be extended to prevent parents parking"

Of those households that responded, 5 have issues with parking and 2 do not, 5 stated that the morning was an issue, 6 said the afternoon and 1 said the evening. 6 stated that the school was a problem. In total, the residents that responded park 7 vehicles on street.

To summarise, the major issue for residents appears to be the local school. Therefore, there may be scope to extend the hours of operation of the existing scheme to prevent parking at school times. However, this will have a detrimental impact on surrounding roads.

Summary

In general, the feedback highlighted that there are perceived congestion issues at school start and end times and some residents have suggested extending the hours of operation of the current scheme to cover those periods. Concerns were also raised regarding staff at the local businesses moving their vehicles around every 2 hours in order to not contravene the current 2 hour maximum waiting limit. It was suggested that the maximum parking limit be reduced. It was also suggested that it is the residents themselves that have too many vehicles for the space available and that extending the hours of operation will be of no benefit.

Recommendations

It is recommended to consult with residents and businesses on the potential to reduce the maximum parking time limit applied to the current scheme from 2 hours to 1 hour in order to provide more parking turnover and to discourage local staff from parking on-street whilst still providing capacity for the school drop off and pick up period. However, this will likely cause some parking displacement to the nearest un-restricted on-street parking areas.