

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Residents Parking Scheme - Bulkeley Road, Newbould Road, Frances Street and New Hey Road, Cheadle**

**Report to: (a)** Cheadle Area Committee  
2022

**Date:** Tuesday, 21 June

**Report of: (b)** Corporate Director for Place Management & Regeneration

**Key Decision: (c)** **NO / YES** (Please circle)

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:**

This report follows on from a previous Cheadle Area Committee resolution of January 2022 which was instigated by a petition from residents of New Hey Road requesting permit parking measures.

The report details a desk-top study of the parking availability / conditions on Bulkeley Road, Frances Street, Newbould Road and New Hey Road, Cheadle. The 4 roads have been assessed together to satisfy the January 2022 Area Committee resolution which agreed to consider a wider area scheme; and is also a consequence of another petition from Newbould Road regarding parking issues and also requesting a residents permit parking scheme.

**Recommendation(s):**

The Corporate Director for Place Management and Regeneration requests that the Area Committee notes the contents of the desktop study and acknowledges the view of Network Management that no further action be taken as the underlying parking issues are a result of residents' parking demands exceeding the available on-street kerbside spaces.

That, should Councillors deem it necessary, funding to the amount of £6k be made available from the Cheadle and Gatley Delegated Ward Budget to fund the initial residents' consultation, investigations and parking surveys to monitor the impact of external car parking in the area.

**Relevant Scrutiny Committee** (if decision called in): **(d)**

Communities & Housing Scrutiny Committee

**Background Papers** (if report for publication): **(e)**

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Noel Nhengu

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

**Certification** (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor \_\_\_\_\_ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on \_\_\_\_\_ /will be obtained before the decision is implemented.

**Residents Parking Scheme - Bulkeley Road, Newboul Road, Frances Street and New Hey Road, Cheadle**

**Report of the Corporate Director for Place Management & Regeneration**

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report contains a desktop study which details the parking availability / conditions on Bulkeley Road, Frances Street, Newboul Road and New Hey Road, Cheadle.

**2. BACKGROUND**

- 2.1. A petition containing 46 signatures was previously submitted to the Council by residents of New Hey Road requesting the introduction of permit parking measures on their road owing to parking difficulties experienced by locals. This was noted by the Cheadle Area Committee on 25<sup>th</sup> January 2022, where it was also agreed for further options to be considered, including a wider area scheme.
- 2.2. Another petition was subsequently received from Newboul Road, also citing parking issues experienced by residents.
- 2.3. The below study therefore details the parking availability on the 4 roads stated above, as it is clear that there are some ongoing issues in the locality as a whole, and to fulfil the agreement from 2.1 above.

**3. DESKTOP STUDY DETAILS**

- 3.1. The below details parking on Bulkeley Road and New Hey Road as established through measurements on Google Maps and our QGIS mapping system.

**3.2. New Hey Road:**

- a) Up to house No.52, New Hey Road has 26 properties on its westerly side and 25 properties on the easterly side. Each side has roughly 125m of unrestricted kerb space. This can accommodate up to 42 parked cars.
- b) Properties beyond No.52 (up to the start of the bend to the cul-de-sac) have off-street parking. Taking off individual drive entrances on both sides, this section can accommodate up to 16 parked cars.
- c) In total, New Hey Road has 69 residential properties and an on-street parking capacity for up to 58 vehicles.
- d) Private drives on this road have a capacity of at least 17 cars.

- 3.3. According to the 2011 census, car ownership in the area is 1.21 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. Over the 11 years from the date of census, a 1% yearly increase results in a 1.35 present ownership rate, with a 2% yearly increase equating to 1.51 present car ownership rate per property.

- a) There are 69 properties on New Hey Road, multiplied by 1.35 (the lower DfT projection of annual car ownership rise since 2011) that is 93.15
- b) It is therefore projected that at least 93 cars require parking on this road.

- c) The available on-street parking (58) plus the private parking capacity (17) represents a total of 75 vehicles. There is therefore a shortfall of 18 on-street spaces to current projections.

#### 3.4. Bulkeley Road:

- a) The westerly side of Bulkeley Road has 32 properties and 207m of unrestricted kerb space. Taking off drive entrances (85m), this section can accommodate up to 20 parked cars.
- b) The easterly side has 40 properties and 211m of unrestricted kerb space. Taking off drive entrances (18m), this section can accommodate up to 30 parked cars.
- c) In total, Bulkeley Road has 72 residential properties and an on-street parking capacity for up to 50 vehicles.
- d) There is also a 4-car private car park on this road. That, along with private residential drives have a total combined capacity for at least 21 cars.

#### 3.5. The car ownership rate as per the 2011 census was 1.21 per property and projected to have increased to at least 1.35 over the last 11 years as per point 2 above.

- a) There are 72 properties on Bulkeley Road, multiplied by 1.35 (The lower DfT projection of annual car ownership rise since 2011) that is 97.2
- b) It is therefore projected that at least 97 cars require parking on this road.
- c) The available on-street parking (50) plus the private parking capacity (21) represents a total of 71 vehicles. There is therefore a shortfall of 26 on-street spaces to current projections.

#### 3.6. The below details the existing parking availability/arrangements on Frances Street and Newbould Street. These have been studied separately as the car ownership rate on the 2 streets is different to New Hey and Bulkeley Roads. It is worthwhile noting that the Council was subject to a petition from residents of Newbould Street earlier this year pertaining to parking issues.

#### 3.7. Newbould Street:

- a) The westerly side of Newbould Road has 22 frontages and 215m of unrestricted kerb space. Taking away accesses to private drives, this can accommodate up to 19 parked vehicles.
- b) The easterly side has 30 frontages and 215 metres of unrestricted kerb space. Taking away accesses to private drives, this can accommodate up to 22 parked vehicles.
- c) In total, there are 52 frontages on Newbould Road and a total on-street parking capacity for up to 41 vehicles.
- d) Private drives on this road have a capacity for at least 23 cars

#### 3.8. According to the 2011 census, car ownership in the area is 1.1 per property. The DfT projects vehicle ownership increases to be between 1% to 2% annually. Over the 11 years from the date of census, a 1% yearly increase results in a 1.23 present ownership rate, with a 2% yearly increase equating to 1.37 present car ownership rate per property.

- a) There are 52 properties on Newbould Road, multiplied by 1.1 (the lower DfT projection of annual car ownership rise since 2011) that is 57.2
- b) It is therefore projected that at least 57 cars require parking on this road.
- c) The available on-street parking (41) plus the private parking capacity (23) represents a total of 64 vehicles. There is therefore a surplus of 7 on-street spaces to current projections.

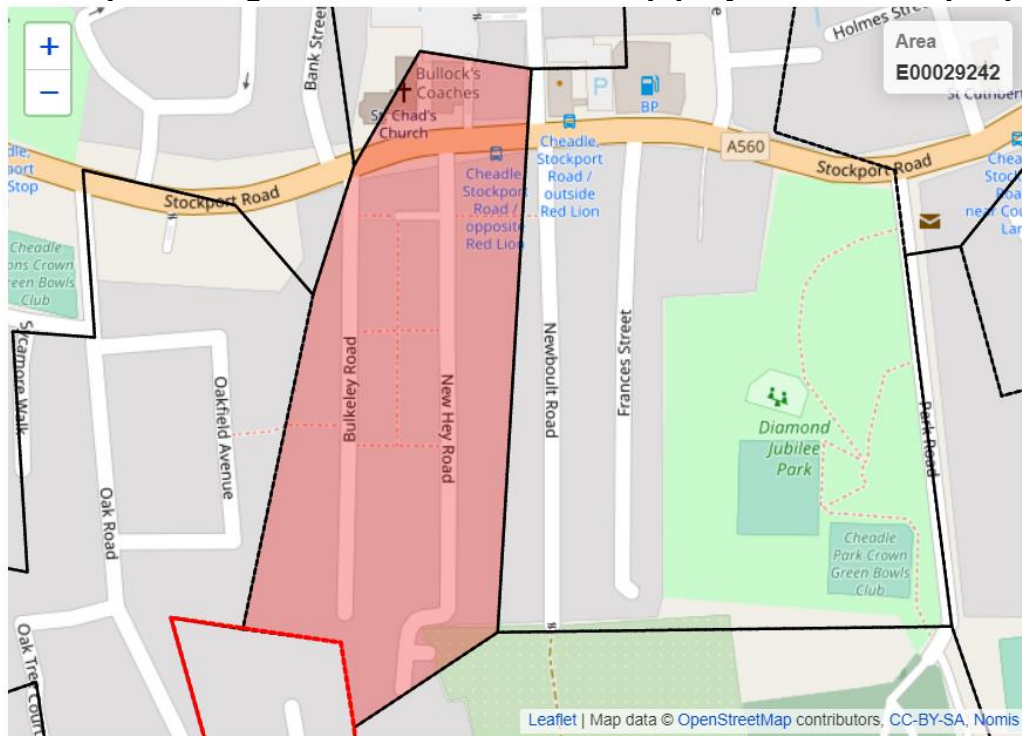
### 3.9. Frances Street:

- a) There are 36 residential properties on the easterly side of this unrestricted road (except for the double yellow lines at its junction with the A560 Stockport Road).
- b) Due to its narrow width, on-street parking is not suitable.
- c) There are however 25 private parking spaces and garages on the opposite side of the road.
- d) In addition, there is a private car park at the bottom of the road with a capacity for up to 15 vehicles.

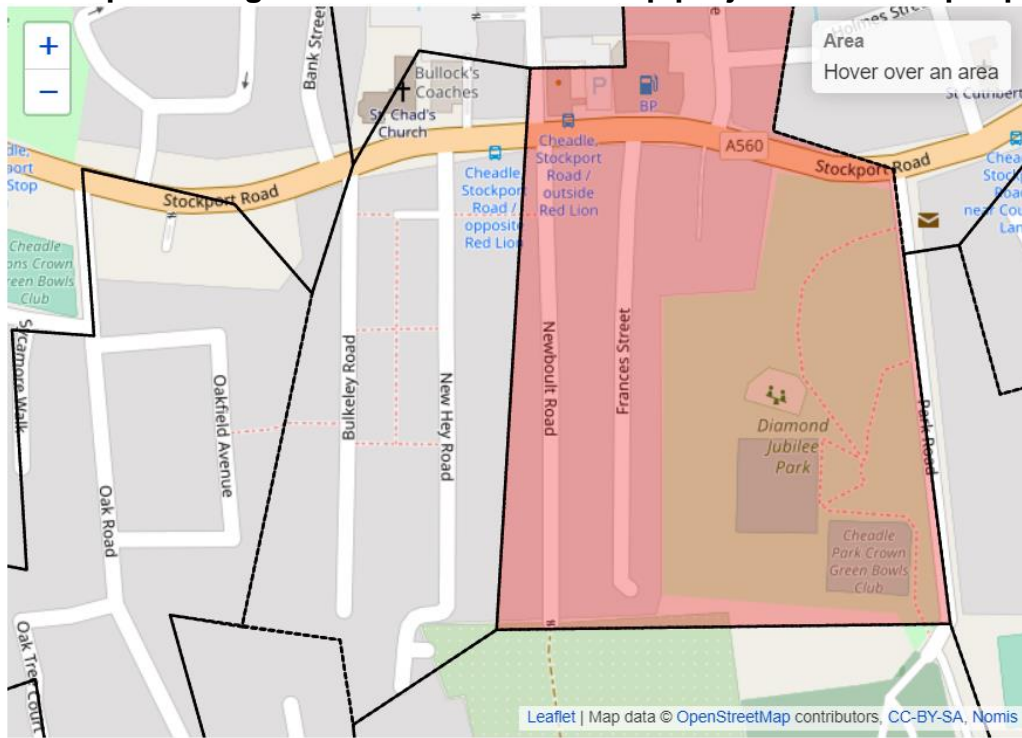
### 3.10. The car ownership rate as per the 2011 census was 1.1 per property and projected to have increased to at least 1.23 over the last 11 years as per point 8 above.

- a) There are 36 properties on Frances Street, multiplied by 1.23 (The lower DfT projection of annual car ownership rise since 2011) that is 44.28
- b) It is therefore projected that at least 44 cars require parking on this road.
- c) As the road is not suitable for parking owing to its narrow width, the available 40 off-street parking facilities (25 private parking spaces & a private car park for up to 15 cars) results in a shortfall of 4 spaces to current projections.

**Figure 1 – Map showing area where car ownership projection is 1.35 per property.**



**Figure 2 – Map showing area where car ownership projection is 1.23 per property.**



- 3.11. Looking at both areas together where the predicted car ownership is 1.35 and 1.23 respectively, we are able to come out with an average rate of 1.29 for all the 4 streets in question.
- There is a total of 229 residential properties on Bulkeley Road, Frances Street, Newbould Road and New Hey Road altogether.
  - Looking at the number of properties (229) and multiplying by 1.29 (average area ownership rate) gives 295.41.
  - It is therefore projected that 295 cars require parking in the area comprising of the 4 streets.
  - The total available on-street parking (149), plus the private parking capacity (101) represents a total parking capacity of 250 vehicles for the 4 streets combined.
  - There is therefore an overall areawide shortfall of 45 parking spaces to current projections.
- 3.12. Please note that the predicted ownership at 10 above is based on the lower average growth rate of 1% per annum.
- Looking at the higher predicted DfT growth rate of 2%, the average ownership rate for the area would be 1.44 cars per property (average between 1.51 & 1.37).
  - In that case, the 229 properties in the area would be anticipated to own roughly 329 vehicles, thus leaving an areawide shortfall of 79 parking spaces.
  - Looking at the higher predicted ownership rate, on the assumption that all residents with cars work, current statistics show that approximately 12% work night shifts. This reduces the number of vehicles wanting to park during the night by 40, resulting in a night-time short fall of 39 spaces.
  - Also based on the higher predicted rate, current statics show a 75.5% workforce with 46.6% still working the majority from home. So, we can assume 248 vehicles are owned by workers and of these, 116 belong to employed persons who work several days working from home. This results in 196 residents' vehicles requiring parking during the daytime thereby leaving 54 unoccupied private and on-street parking spaces during the day.

- 3.13. Please note that visitors parking or residents above the shops on Stockport Road have not been considered in any of the calculations. Thus, the above calculations will be impacted more, reducing the amount of parking space available.
- 3.14. It is the opinion of Network Management that the above area suffers from issues with evening parking that cannot be resolved as there are simply too many residents' vehicles for the parking space available. During the daytime there are 54 spaces, and this is assuming that cars are parking perfectly optimising the road space, though we doubt that is the case.
- 3.15. When working out available kerb parking spaces we use 5.5m for the cars on the end of the parking area/bay and 6m for cars parking in the middle, which is based on design guidance to allow for parallel parking. Notwithstanding the above figures, it is possible that vehicle ownership has grown at more than the higher DfT projection rate of 2% per year, thereby making the available parking space shortfall bigger. The exact vehicle ownership numbers in the area can only be ascertained through a survey/parking questionnaire and this is assuming all residents would complete and provide accurate information.
- 3.16. With 2 petitions received from New Hey Road and Newbould Road respectively, it is clear that the area is experiencing some parking issues. However, from the desk top study Network Management would recommend no further action as this is a resident vs resident issue, a case of parking demand exceeding supply.
- 3.17. However, if Councillors prefer, a report can be submitted to the next Area Committee where we will be seeking funding to the amount of £6k from the Delegated Ward Budget. This would fund the initial consultation to see if there is residents' support and if so, site surveys will then be conducted to monitor the external impact from other car users.
- 3.18. However, please note, for an area to qualify for a residents parking scheme, Stockport Council's Residential Parking Scheme Policy states that investigations must show a daytime problem that around 60% of the cars do not belong to residents and around 85% of the available kerb space is occupied for more than 6hrs of the day. Furthermore, there is a night-time problem if around 40% of the cars do not belong to residents and around 85% of the available kerb space is occupied for more than 4hrs of the night.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1. £6k

#### **5. EQUALITIES/COMMUNITY IMPACT ASSESSMENT**

##### **5.1. Equal Opportunities**

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

## 5.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

## 6. CONCLUSIONS AND RECOMMENDATIONS

- 6.1. The Corporate Director for Place Management and Regeneration requests that the Area Committee notes the contents of the desktop study and acknowledges the view of Network Management that no further action be taken as the underlying parking issues are as a result of residents' parking demands exceeding the available on-street kerbside spaces. That should Councillors deem it necessary, funding to the amount of £6k be made available from the Cheadle and Gatley Delegated Ward Budget to fund the initial residents' consultation, investigations and parking surveys to monitor the impact of external car parking in the area.

### Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Noel Nhengu by telephone on 07977344015 or by email on [noel.nhengu@stockport.gov.uk](mailto:noel.nhengu@stockport.gov.uk)