

**Resident Parking Scheme - Rostherne Road, Adswood**

**Report of the Director for Place Management**

**1. INTRODUCTION AND PURPOSE OF THE REPORT**

- 1.1 This report contains a desk-top study which details the parking availability on Rostherne Road, Adswood.

**2. BACKGROUND**

- 2.1 A petition containing support from 19 signatures from a total of 24 properties on this section of Rostherne Road, Adswood was submitted to the Council requesting 'Resident Only Parking between the hours of 8am and 7pm (weekdays)' owing to difficulties experienced by residents.

**3. DESKTOP STUDY DETAILS**

- 3.1 The below study details the existing parking availability/arrangements on Rostherne Road, Adswood, as established through measurements on Google Maps and our in-house mapping system QGIS.

**3.2 Rostherne Road, Adswood**

It is noted that:

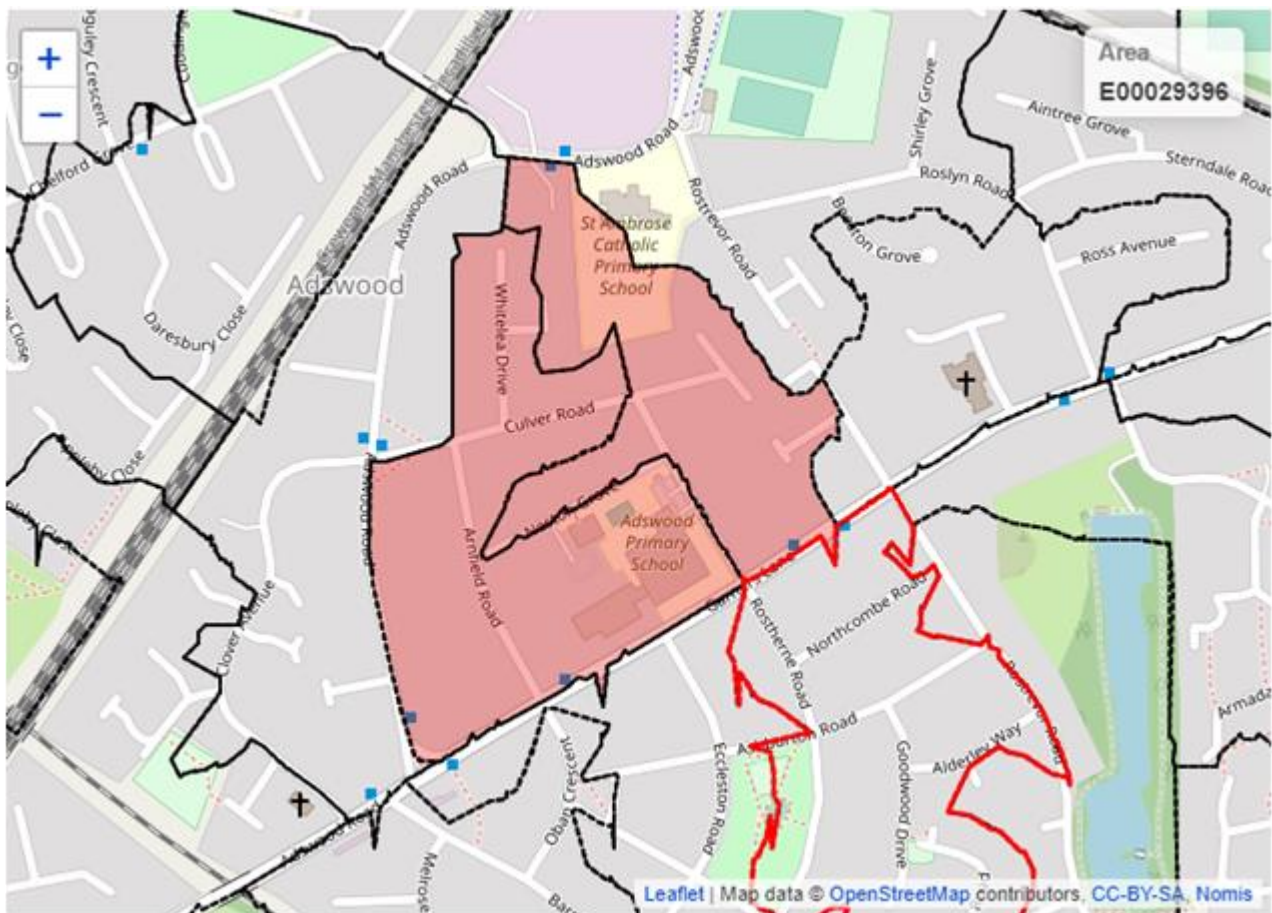
- a) Up to house No.39, Rostherne Road has 4 properties (and Adswood Primary School) on its westerly side and 20 properties on the easterly side. The westerly side has approximately 24m of unrestricted kerb space and the easterly side has approximately 128m of unrestricted kerb space. In total this can accommodate up to 25 parked cars.
- b) There are parking restrictions on the westerly side adjacent to the school during the hours of 8am and 5pm Mon-Fri. Outside of these periods an additional 10 parked vehicles can be accommodated.
- c) In total, this section of Rostherne Road has 24 residential properties and an on-street parking capacity for up to 25 vehicles between the hours of 8am and 5pm Monday to Friday and 35 vehicles at all other times.
- d) There is 1 private driveway which can accommodate 1 vehicle.

- 3.3 According to the 2021 census, car ownership in the area is 1 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. Over the 2 years from the date of census, a 1% yearly increase results in a 1.02 present ownership rate, with a 2% yearly increase equating to 1.04 (or 1.1 when rounded up) present car ownership rate per property.
- a) There are 24 properties on this section of Rostherne Road, multiplied by 1.1 (the higher DfT projection of annual car ownership rises since 2021) equals 26.4.
  - b) It is therefore projected that at least 27 cars require parking on this road.
  - c) The available on-street parking during school days (25) plus the private driveway parking capacity (1) represents a total of 26 vehicles. There is therefore a shortfall of 1 on-street spaces to current projections.
  - d) The available on-street parking outside of school days (35) plus the private parking capacity (1) represents a total of 36 vehicles. There is therefore a surplus of 9 on-street spaces to current projections.

3.4 **The School (Adswood Primary School):**

- a) Enquiries have been made with the Headteacher who has confirmed 95% of her staff park within the school car park. Due to the issues with residents and parking on Rostherne Road staff will park on another nearby road if required, in order to avoid conflict with residents.
- b) The Headteacher confirmed the area is busy at school drop off and pickup times with parents vehicles, however they often advise parents to walk if possible via various newsletters.
- c) They would support the proposal of a Residents Permit Parking Scheme if required.

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



- 3.6 Based on the higher predicted rate, current statics show a 75.5% workforce with 46.6% still working the majority from home. Therefore, we can assume 21 vehicles are owned by workers and of these, 10 belong to employed persons who work several days working from home. This results in 16 residents' vehicles requiring parking during the daytime thereby leaving 9 unoccupied on-street parking spaces during the day.
- 3.7 Please note that visitors parking or school visitors/staff have not been considered in any of the calculations. Thus, the above calculations will be impacted more, reducing the amount of parking space available.
- 3.8 It is the opinion of Network Management that the above area suffers from issues with parking from parents dropping off/picking up from school.
- 3.9 When working out available kerb parking spaces we use 5.5m for the cars on the end of the parking area/bay and 6m for cars parking in the middle, which is based on design guidance to allow for parallel parking. Notwithstanding the above figures, it is possible that vehicle ownership has grown at more than the higher DfT projection rate of 2% per year, thereby making the available parking space shortfall bigger. The exact vehicle ownership numbers in the area can only be ascertained through a survey/parking questionnaire.

- 3.10 With a petition received from this section of Rostherne Road requesting a residents only parking permit scheme between the hours of 8am and 7pm each week day it is clear that the area is experiencing parking issues primarily due to the school. However, from the desk top study Network Management would recommend no future action as this is a resident versus school issue and could be resolved with alternative methods.
- 3.11 Please note that for an area to qualify for a residents parking scheme, Stockport Council's Residential Parking Scheme Policy states that investigations must show a daytime problem that around 60% of the cars do not belong to residents and around 85% of the available kerb space is occupied for more than 6hrs of the day. Furthermore, there is a night-time problem if around 40% of the cars do not belong to residents and around 85% of the available kerb space is occupied for more than 4hrs of the night.
- 3.12 The process of introducing permit parking schemes initially involves a long-drawn-out process of design, consultation, and legal work thus an enormous amount of Officer/Engineer time is involved. Depending on the size of the scheme, the upfront financial outlay by the Council is £20,000. It is, therefore, imperative for these types of schemes to be able to, in part, fund/run themselves to alleviate a situation whereby there is a year-on-year financial commitment to the said permit areas at the expense of other commitments that the Council may wish to direct its resources. Taking this into account, permits need to be purchased on an annual basis to help fund the installation, maintenance, and parking enforcement visits. Residents who have driveways are likely to only buy permits for the car(s) they need to park on the street thus making it a financial burden on the Council.

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

- 4.1 Should it progress £6,000, to be funded from the Davenport and Cale Green delegated ward budget as Rostherne Road could not be considered independently and the adjacent roads would need to be considered.

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

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

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

##### **5.2 Sustainable Environment**

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

## **6. CONCLUSIONS AND RECOMMENDATIONS**

- 6.1 The Director of Place Management requests that the Central Stockport Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; it is clear that the area is experiencing parking issues primarily due to the school. However, from the desk top study Network Management would recommend no future action as this is a resident versus school issue and could be resolved with alternative methods.
- 6.2. Should the Area Committee not wish to accede to the above recommendation or believe there is an immediate need for a parking scheme in the area then funding to the amount of £6k will have to be made available from the Davenport and Cale Green Delegated Ward Budget to enable consultation and further investigation.

## **BACKGROUND PAPERS**

There are no background papers to this report.

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