

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

**Subject: Resident Parking Scheme - Lilac Street, Cale Green**

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**Report to: (a)** Central Stockport Area Committee  
2024

**Date:** Thursday, 7 March

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**Report of: (b)** Director of Place Management

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

Forward Plan  General Exception  Special Urgency  *(Tick box)*

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**Summary:**

This report details a desk-top study of the parking availability Lilac Street, Cale Green following a petition from the residents for a Resident Parking Scheme.

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**Recommendation(s):**

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. Due to the impact of Bramhall Lane / A6 and local school pick up/drop off issues we consider that this is a resident-on-resident parking issue thus our recommendation is no further action.

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 a consultation and further investigation.

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

Communities & Transport Scrutiny Committee

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

There are none.

Contact person for accessing  
background papers and discussing the report

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

## **Resident Parking Scheme - Lilac Street, Cale Green**

### **Report of the Director of Place Management**

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

- 1.1 This report contains a desk-top study which details the parking availability on Lilac Street and Dundonald Street, Cale Green.

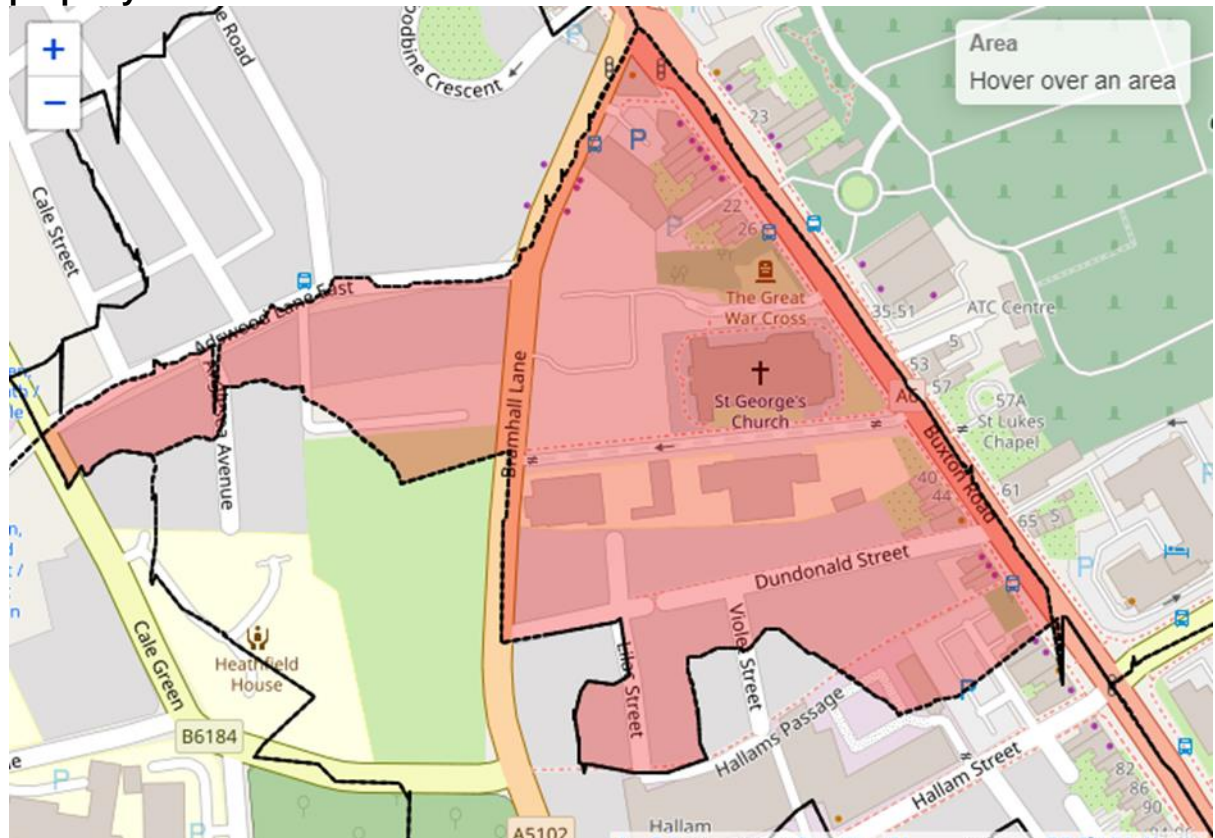
#### **2. BACKGROUND**

- 2.1. A petition containing support from 13 signatures (9 separate addresses) from a total of 12 terraced properties on Lilac Street was submitted to the Council requesting 'Resident Only Parking' owing to difficulties experienced by residents.
- 2.2. Lilac Street is a side street to Dundonald Street which has on-street parking. It is likely that if residents cannot park on their particular street they would park on the adjacent streets. Therefore, any scheme going forward would be a zone covering both Lilac Street and Dundonald Street. There is also the need to consider the flats/properties on Bramhall Lane that have parking restrictions fronting these properties.

#### **3. DESKTOP STUDY DETAILS**

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

**Figure 1 – Map showing area where car ownership projection is 1.0 per property.**



3.2. Lilac Street, Cale Green is a small cul-de-sac which comes off Dundonald Street which in turn adjoins Bramhall Lane to the west and has a modal filter (physical vehicle blockade) about 10 metres to the east of Lilac Street. There is also Chatswood Ave adjacent/opposite to Lilac, which is a private unadopted road (only residents of that street have the right to park on it).

It is noted that:

- a) The west side of Lilac Street is roughly 62m. This can accommodate up to **10** parked cars.
- b) The east side of Lilac Street is roughly 64m. This can accommodate up to **11** parked cars.
- c) There is a total of 12 terraced properties on Lilac Street (3 on the westerly side and 9 on the easterly side); with a total on-street parking capacity for **21** cars. 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.
- d) There is also a new development of 1 house and 6 apartments at the corner of Lilac Street and Dundonald Street, with off-street parking for 7 cars accessed via Lilac Street.
- e) Dundonald Street, from its junction with Bramhall Lane to the modal filter consists of 9 households (including the new development).
- f) This section of Dundonald Street currently has enough kerb space to accommodate **14** parked cars (7 cars on each side). An additional 3 cars have been witnessed parked along the modal filter thus, this section has a capacity for **17** parked cars.
- g) The current total kerb space parking capacity for Dundonald Street (up to the modal filter) and Lilac Street is **38** cars.

- h) Chatswood Avenue (private road) has 12 properties (6 on each side); and a total of on-street parking capacity for **10** parked cars (5 on each side).
- 3.3 According to the 2021 census, car ownership in the area is 0.93 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. Over the 3 years from the date of census, a 1% yearly increase results in a 0.96 present ownership rate, with a 2% yearly increase equating to 0.99 (or 1 when rounded up) present car ownership rate per property.
- 3.4 Looking specifically at the section of Lilac St, Chatswood Ave and Dundonald St (from Bramhall Lane junction to the modal filter), there is a total of 33 properties (including the new development). Using DfT predictions, a maximum 2% ownership rate rise results in roughly 33 expected cars. This is clearly well below the current capacity of 48 available spaces.
- 3.5 It is however acknowledged that parking in the said area is regularly at capacity. For instance, residents of the private road nearby (Chatswood Avenue) are likely to park any residual vehicles on this section. There is also a Commercial property located at the corner of Bramhall Lane and Dundonald Street whose employees and patrons are likely to use this area for parking. The main issue however is that there are 22 residential frontages on Bramhall Lane located either side of the Dundonald Street junction. With Bramhall Lane having peak time waiting restrictions (Mon – Sat; 7.30 – 9.30 am & 3 – 6.30pm) on one side and all day restrictions (Mon – Sat; 7.30am – 6.30pm) on the other; residents of the said properties also use Dundonald Street & Lilac Street for parking purposes. Going with the above ownership predictions, this represents an extra 22 vehicles requiring parking in that section, which takes the grand total to 55 vehicles (based on DfT predictions) competing for 48 spaces.
- 3.6 It is worthwhile noting that if a scheme were to be implemented, we would also include junction protection (restrictions at junctions/bends to enhance visibility for motorists and pedestrians in line with the Highway Code) where needed, along with turning places to enable manoeuvres which would further reduce the number of vehicles able to park. Stockport's Residential Parking Policy dissuades introducing parking places on certain roads for example:
- A two way through road (e.g. bus route) less than 7.3m wide
  - A two way minor road less than 6.7m wide
  - A one way road less than 5.0m wide
- 3.7 Consideration would also be required for corner properties and those on the main road that do not have parking facilities. With its width being around 6.5 metres, Bramhall Lane frontages would have to be included in the scheme, which may be an issue for some residents of Lilac Street, Violet Street and Dundonald Street.
- 3.8 There is also the issue of school pick up/drop off traffic in the area. Moreover, there are historic parking complaints from the top of Dundonald Street and Violet Street (accessed from A6 Buxton Road). It is therefore encouraged that any measures that are promoted must include the whole of Dundonald Street (from A6 to Bramhall Lane) and Violet Street. The capacity for these sections of the highway is provided below;
- a) The northerly side of Dundonald Street is 119m long and has 24 properties. It can accommodate up to **20** parked vehicles.

- b) The southerly side of Dundonald Street is 24m + 84m long and has 26 properties. It can accommodate up to **4 + 14** parked vehicles.
- c) The easterly side of Violet Street is 47m long and has 6 properties. It can accommodate up to **8** parked vehicles.
- d) The westerly side of Violet Street is 52m long and has 8 properties. It can accommodate up to **9** parked vehicles.
- e) In total, a combined 64 frontages have a total of **55** on-street parking availability.
- f) Looking at the higher predicted ownership rate (1), 64 vehicles are expected to use the public highway for parking purposes with the available spaces representing a shortfall of **9**.
- g) Also, to be taken into consideration are commercial and residential properties fronting the A6 Buxton Road (Either side of the Dundonald Street junction) as this is restricted by double yellow lines. Assuming 4 residential properties on the A6 this would be an increase of approximately 4 vehicles.

3.9 Looking at the area as a whole and the impact from Bramhall Lane and the A6 (residential only), there are predicted to be 119 vehicles and 103 on-street parking availability, giving a short fall of 16 spaces. Note this is assuming that all residents are at home, with no visitor, home help, or impact for the local business's workforce or customers. Furthermore, the ownership rate may be higher than predicted, further exacerbating the above estimated shortfall.

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

4.1. Should it progress £6,000, to be funded from the Davenport and Cale Green delegated ward budget as Lilac Street 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; Due to the impact of Bramhall Lane and the A6 we consider that this is a resident-on-resident parking issue thus our recommendation is no further action.

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.

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