

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

**Subject: Resident Parking Scheme - Dona Street, Offerton**

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

**Date:** Thursday, 12

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

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

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:**

This report details a desk-top study of the parking availability on a section of Dona Street, Offerton following the receipt of a petition from residents requesting a Resident Parking Scheme in this same section.

**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. However, from the desk top study, Network Management would recommend no further action as this is a resident versus resident issue as there is a shortfall of on-street parking capacity for the number of residents on this section of Dona Street.

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 Manor Delegated Ward Budget to enable further investigation of the wider area and consultation.

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

Communities & Transport Scrutiny Committee

**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)

**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.

**Resident Parking Scheme - Dona Street, Offerton**

**Report of the Director of Place Management**

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

- 1.1 This report contains a desk-top study which details the parking availability on a section of Dona Street, Offerton.

**2. BACKGROUND**

- 2.1 A petition containing support from 17 signatures from a total of 41 properties on Dona Street, Offerton, was submitted to the Council requesting Resident Only Parking owing to difficulties experienced by residents. This was initially rejected as it did not reach a majority of 51%. However, approximately half of Dona Street is split into a pedestrian access only section and the request for a Resident Only Parking Scheme relates to the properties with carriageway access. There are 19 properties within this section of Dona Street and the 17 signatures received in the petition are residents from the section with carriageway access and for this reason the petition was accepted.

**3. DESKTOP STUDY DETAILS**

- 3.1 This study details the existing parking availability/arrangements on this section of Dona Street, Offerton, as established through measurements on Google Maps and our in-house mapping system QGIS.

**3.2 Dona Street, Offerton**

It is noted that:

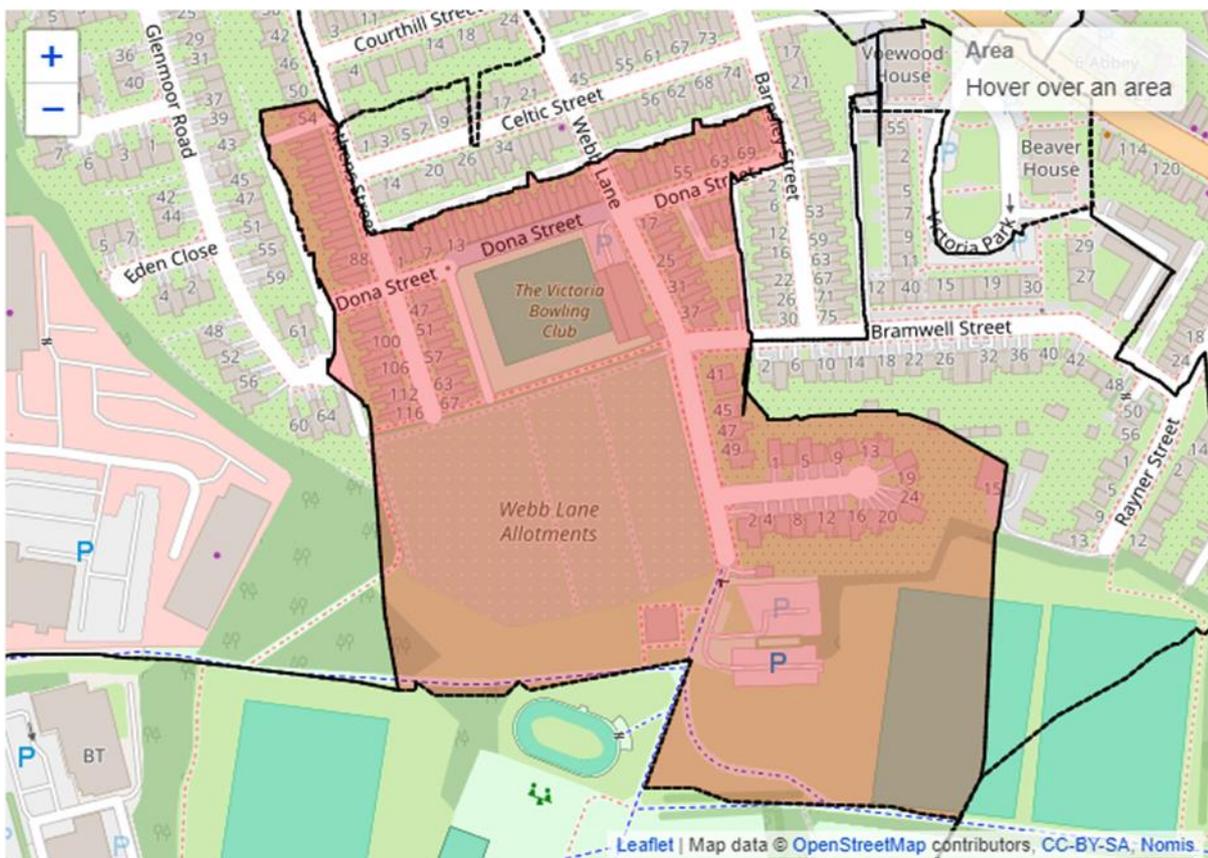
- a) Property no's. 45 to 73 (odds only) and no's. 10 to 16 have frontages with access to carriageway parking. This is a total of 19 properties.
- b) There is an existing Traffic Regulation Order (Double Yellow Lines) in place on both sides of the carriageway, at both ends of this section of Dona Street measuring approximately 5.5 metres to provide junction protection. This is less than the 10 metre rule stated within The Highway Code therefore, as part of any potential scheme the double yellow lines would need to be extended to 10 metres to comply with Rule 243 of the Highway Code which states: Do not stop or park opposite or within 10 metres of a junction.
- c) Taking Rule 243 into consideration, the carriageway on this section of Dona Street would be able to accommodate a total of 12 vehicles; 7 vehicles on the northern side of the carriageway and 5 vehicles on the southern side of the carriageway.

- d) In total, this section of Dona Street has 19 residential properties and an on-street parking capacity for up to 12 vehicles. Any scheme would therefore, reduce the parking availability which the residents are currently benefiting from.

3.3 According to the 2021 census, car ownership in the area is 1.03 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 1.06 present ownership rate, with a 2% yearly increase equating to 1.09 (or 1.1 when rounded up) present car ownership rate per property.

- a) There are 19 properties on this section of Dona Street, multiplied by 1.1 (the higher DfT projection of annual car ownership rises since 2021) equals 20.9.
- b) It is therefore projected that at least 21 cars require parking on this section of Dona Street.
- c) The available on-street parking on this section of Dona Street represents a total of 12 vehicles. There is therefore a shortfall of 9 on-street spaces to current projections.

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



3.5 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 14 vehicles are owned by workers and of these, 7 belong to employed persons who work several days working from home. This results in 12 residents' vehicles requiring

parking during the daytime thereby leaving 0 unoccupied on-street parking spaces during the day.

- 3.6 Please note that visitors parking has not been considered in any of the calculations. Thus, the above calculations will be impacted more, reducing the amount of parking space available.
- 3.7 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.
- 3.8 With a petition received from this section of Dona Street requesting a residents only parking permit scheme it is clear that the area is experiencing parking issues. However, from the outcome of the desk top study Network Management would recommend no further action as this is a resident versus resident issue as there is a shortfall of on-street parking capacity for the number of residents on this section of Dona Street.
- 3.9 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.
- 3.10 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 This small section of Dona Street could not be considered independently. Network Management would recommend that all the nearby adjacent roads be considered in any potential scheme, should it be the case that members wish to progress further. The cost to progress a scheme in this area would be £6,000, to be funded from the Manor Delegated Ward Budget.

## **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. However, from the desk top study Network Management would recommend no further action as this is a resident versus resident issue as there is a shortfall of on-street parking capacity for the number of residents on this section of Dona Street.
- 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 Manor Delegated Ward Budget to enable further investigation of the wider area and consultation.

## **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 alternatively by email at [graham.oconnor@stockport.gov.uk](mailto:graham.oconnor@stockport.gov.uk)