

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: The Metropolitan Borough Council of Stockport (Hall Street, Cheadle) (Prohibition of Waiting) and (Revocation) Order 2018 - Objection Report

Report to: (a) Cheadle Area Committee

Date: Tuesday, 29 January 2019

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:

To consider a number of objections to a proposed Traffic Regulation Order, for the Hall Road area of Cheadle.

Recommendation(s):

The Corporate Director for Place Management Regeneration requests that the Cheadle Area Committee considers the comments in the report, and approves that the order be made as advertised.

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: Craig Peet
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‘Urgent Business’: (f) **YES / NO** *(please circle)*

The Metropolitan Borough Council of Stockport (Hall Street, Cheadle) (Prohibition of Waiting) and (Revocation) Order 2018 - Objection Report

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To consider a number of objections to a proposed Traffic Regulation Order, for the Hall Road area of Cheadle

2. OBJECTIONS

- 2.1 Three objections have been received.

- 2.2 Objector 1 stated:-

- As a permit holder on Ernest Street, I quite often have to park there of an evening as unfortunately there's more cars than places. This is also applicable to other permit holders living there. The current road space is also useful when guests visit residents of Hall Street.
- I see of no purpose the proposed measures will serve other than to fill the pockets of Stockport MBC. As I'm sure your well aware there's parking wardens patrolling there morning noon and night. Parked vehicles there cause absolutely no congestion, create no dangers to motorists or pedestrians alike. It appears to me just blatant profiteering on SMBC part. I would love to know the reason or logic behind the proposed plan because I see no other beneficiary's than yourselves.

- 2.3 Objector 2 stated:-

- I understand that this is to ease access from Church Court into Hall Street. The request was from one person. Of the 6 properties involved, there was only one response in favour to a letter sent by the council. The residents of the other properties do not think it is a problem or they would have voted in favour too.
- Has any evidence of problems with residents being unable to exit from Church Court into Hall Street been provided? If not then I suggest that is evinced before continuing with these changes.
- The houses have been there since 2008. This is the first time there has been a request for yellow lines, so it can't be a problem.
- When the houses were built, the planning office/ highways must have considered the access adequate, even for emergency vehicles.
- If the problem occurs because of illegal parking, then a) that should be dealt with and b) this plan will not stop vehicles from being parked illegally.

- Parking in Cheadle is a problem. This proposal removes two extra parking places for workers, shoppers and local residents who already have to pay to park and can't always park on either the resident's area or on Hall Street when returning late at night.
Recent extended yellow lines on Brook Road with its junction at Hall Street and on Hall Drive at the junction with Brook Road have also lost further parking places to residents.
- The proposed yellow lines extend for an extra 11 metres. This is both sides of the entrance to Church Court. As the road exiting to the left is a dead end, it is unlikely that the residents will need to turn left and consequently the yellow lines do not need to extend so far.
- It appears to me that this will benefit only a few people at the loss to many workers, shoppers and local residents.
- This sets a precedent, enabling anyone with a dropped curve to be able to request yellow lines opposite their house so that they can turn out of their drive.

2.4 Objector 3 stated:-

- The imposition of yellow lines on this stretch of Hall St will lead to the loss of 2 parking spaces. Parking spaces are at a premium in this area and we can ill afford to lose additional spaces. These spaces are not in the permit parking area and are therefore available not only for local residents but also workers and shoppers visiting Cheadle.
- The houses at Church Court were built in 2008 and were presumably approved with the Highway Engineers approval of the access arrangements and no requirement to keep the opposite side of Hall St clear of parked vehicles.
- There has been as far as I am aware, no request for yellow lines in the period since the consultation of those houses (Church Court), and it is my understanding that there was only one person in favour

3. COMMENTS OF THE CORPORATE DIRECTOR, PLACE

- 3.1 Traffic Services have received a request from the Highways Ward Spokesperson for the Cheadle and Gatley Ward to investigate traffic issues in the vicinity of the carpark entrance to Church Court which comprises of six flats, as it has been reported that on occasions, parked vehicles are said to be causing an obstruction, together with reduced highway visibility and creating a hazard.
- 3.2 Due to the concerns raised it is proposed to extend the existing Traffic Regulation Order (TRO) - 'No Waiting at Any Time' parking restrictions in order visibility can be improved, and thus Traffic Services consulted with 6 No residents of Church Court their comments. The proposals were shown on **Drawing No NM8-5053-01**
- 3.3 The proposed measures will keep the carriageway clear fronting the access to Church Court, and make it easier for drivers to manoeuvre safely.

3.4 The Council has a duty of care for the general public and to try and alleviate any potential difficulties in accessing roads. The proposed parking restrictions will reinforce the Highway Code item 243 DO NOT stop or park;-

- Opposite or within 10 metres of a junction
- At or near a bus stop
- Opposite a traffic island
- In front of an entrance to a property
- On a bend

3.5 Should any emergency occur at the Church Court properties such as a fire, vehicles parking on the road space which currently has no parking restrictions, could potentially delay the emergency vehicles entering and dealing with the hazard.

4. CONCLUSIONS AND RECOMMENDATIONS

4.1 That the Order be made as advertised in **Appendix A** and shown on **Drawing No NM8-5053-01**

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Craig Peet on telephone number Tel: 0161 474 4813 or by email on craig.peet@stockport.gov.uk

Appendix A

Revocation (TRO) schedule

No Waiting at Any Time

Hall Street (North West Side)

From a point 55 metres south west of the intersection of the south western kerblines of Brook Road for a distance of 25 metres in a south westerly direction

Proposed (TRO) schedule

No Waiting at Any Time

Hall Street (North West Side)

From a point 55 metres south west of the intersection of the south western kerblines of Brook Road for a distance of 36 metres in a south westerly direction