

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: ADDENDUM TO OBJECTION REPORT - THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (DAVENPORT & CALE GREEN AREA) (RESIDENTS & BUSINESS PERMIT PARKING PLACES) (PROHIBITION AND RESTRICTION OF WAITING & LIMITED WAITING) (DISABLED PERSONS PARKING PLACES) (REVOCATION) ORDER 2020

Report to: (a) Central Stockport Area Committee
Cabinet Member for Sustainable Stockport

Date: Thursday, 23 July 2020

Report of: (b) Joint report of the Corporate Director for Place Management & Regeneration and the Head of Legal, Democratic Governance and Estate & Asset Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To report an additional objection made in relation to the proposed Traffic Regulation Orders for the Davenport & Cale Green Permit Parking Scheme and to seek approval for the introduction of the Traffic Regulation Orders as originally advertised

Recommendation(s):

The Area Committee has considered the findings from a consultation undertaken in June and July 2019 on a proposed Permit Parking Scheme in Davenport and Cale Green and agreed to implement the proposed zonal scheme on a pilot basis, to be funded from the parking budget, comprising the updates referred to in Section 7 of the report, and shown on drawing NM27-6228-04 at Appendix C to the report.

The Area Committee further agreed that the scheme would be subject to ongoing monitoring and reviews would be undertaken:-

- after three months to consider any impact on the areas surrounding the zone.
- after ten months to consider the operation of the zone itself, associated permits and any impact on the surrounding areas.

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: Zoe Allan
Tel: 161 474 3138

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

Certification (if applicable)

ADDENDUM TO OBJECTION REPORT - THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (DAVENPORT & CALE GREEN AREA) (RESIDENTS & BUSINESS PERMIT PARKING PLACES) (PROHIBITION AND RESTRICTION OF WAITING & LIMITED WAITING) (DISABLED PERSONS PARKING PLACES) (REVOCATION) ORDER 2020

Joint report of the Corporate Director for Place Management & Regeneration and the Head of Legal, Democratic Governance and Estate & Asset Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report an additional objection made in relation to the proposed Traffic Regulation Orders for the Davenport & Cale Green Permit Parking Scheme and to seek approval for the introduction of the Traffic Regulation Orders as originally advertised.
- 1.2 This report is an addendum to the report '*OBJECTION REPORT - THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (DAVENPORT & CALE GREEN AREA) (RESIDENTS & BUSINESS PERMIT PARKING PLACES) (PROHIBITION AND RESTRICTION OF WAITING & LIMITED WAITING) (DISABLED PERSONS PARKING PLACES) (REVOCATION) ORDER 2020*'
- 1.3 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

2. INFORMATION AND ADVICE

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

3. OBJECTIONS AND COMMENTS

- 3.1. The specific objections and points contained within each letter have been analysed and detailed in *Appendix A* of report '*OBJECTION REPORT - THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (DAVENPORT & CALE GREEN AREA) (RESIDENTS & BUSINESS PERMIT PARKING PLACES) (PROHIBITION AND RESTRICTION OF WAITING & LIMITED WAITING) (DISABLED PERSONS PARKING PLACES) (REVOCATION) ORDER 2020*' with comments provided for each objection.
- 3.2. The following objection and comments are in addition to the above. The objection was received from a resident on behalf of 13 other residents.

Objection reason:

I am writing to object to the proposed double yellow lines on Wellington Grove to the end of the street to Shaw Heath and the parking for an hour bay on the opposite side of the road.

Firstly, I would like to point out that this hasn't been correctly shown on the plans during the consultation. They were drawn on as existing double yellows, there are no double yellows on that side of the road apart from on the corners of Cale Street and Shaw Heath. Why wasn't this checked before the plans were printed? On noticing this, I rang to query it and was told that double yellows were being proposed due to the parking bay which was going to be on the opposite side of the road. None of the other residents were made aware of this which to me is a major lack of communication and an unfair consultation.

The residents are not happy that there will be no parking outside their homes and the other residents are not happy about the lack of residents parking at this end of the street. There will be 7/8 spaces lost due to the proposed double yellows and the parking bay. The majority of properties at this end of the street have at least 1 vehicle and young families which makes arriving home with the children and bags of shopping very difficult and at times dangerous when we cannot park anywhere near to our homes. Also residents on Shaw Heath park their vehicles at this end of Wellington Grove. So losing all this valuable parking space is going to cause problems for the residents.

I gather the parking bay is for customers of the shops on Shaw Heath. They already have a lay by outside and a free car park over the road. So the parking bay space on Wellington Grove would be of greater use to the residents of Wellington Grove and Shaw Heath.

My other point about the parking bay is, there is a lamp post positioned on the curb of the pavement. Meaning that whoever parks near it has to park so they can get their car door open. To avoid this problem, it would make more sense to start the permit parking zone from the corner curb outside no.59. This would mean that the lamp post would be at the end of vehicles and not be in the way of car doors and the double yellows would not be necessary.

Also, has anyone taken into consideration that there are a block of apartments being built at the A6 end of Wellington Grove which doesn't have any parking. So this will also increase the amount of residents wanting to park on Wellington Grove.

As I seem to be the only resident to have been told the actual proposed plans, I am objecting on behalf of the residents at the affected end of the street. Please find attached signatures of the other residents who also object.

Response:

The proposed double yellow lines are being extended to protect the proposed limited parking bays opposite and to allow safe passage of traffic but does not affect any residential or business frontages at this location. Limited waiting bays are included in the scheme for use by anybody, adjacent to the zone for the benefit of the local community.

The permit parking scheme will provide more flexibility and opportunity for residents and their visitors to park close to their property during busy periods. Zonal schemes are a more efficient use of space, this is demonstrated by the existing arrangement resulting in some streets having good availability to park at

any time despite other streets being full. Car ownership in the area is 0.7 to 0.8 per property based on the 2011 Census, thus many spaces are available both day and night.

Some properties on the perimeter of the proposed zone are included in the scheme.

4. FINANCIAL IMPLICATIONS

4.1. There are no financial implications arising from the recommendations in this report.

5. LEGAL IMPLICATIONS

5.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

6. REASONS FOR RECOMMENDATIONS

6.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.

6.2. The Committee should make a decision in respect of the objections received so that the scheme can be progressed and the proposed Traffic Regulation Orders introduced or abandoned.

7. ALTERNATIVES CONSIDERED

7.1. The alternative to the proposals laid out in this report is to continue with the current lack of restriction on the highway by not introducing the proposed Traffic Regulation Orders.

8. RECOMMENDATIONS

8.1. It is recommended that:

8.2. the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;

8.3. the Area Committee accept the Traffic Regulation Order be made as originally advertised.

8.4. That the objectors are informed of the decision.

Background Papers

Davenport and Cale Green – Proposed Permit Parking Zone Report submitted to Central Stockport Area Committee Meeting: Thursday, 26 September 2019

OBJECTION REPORT - THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT
(DAVENPORT & CALE GREEN AREA) (RESIDENTS & BUSINESS PERMIT PARKING

PLACES) (PROHIBITION AND RESTRICTION OF WAITING & LIMITED WAITING)
(DISABLED PERSONS PARKING PLACES) (REVOCATION) ORDER 2020

Anyone wishing further information please contact Zoe Allan on telephone number 0161 474 3138 or by email on zoe.allan@stockport.gov.uk