

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

**Subject:** THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (GREEN PASTURES, HEATON MERSEY AND OTHER ROADS NEAR TO THE EAST DIDSBURY METROLINK OVERSPILL) (PROHIBITION OF WAITING) ORDER 2021

---

**Report to:** (a) Heatons & Reddish Area Committee

**Date:** Monday, 13 September 2021

---

**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 objections received to a proposed Traffic Regulation Order

---

**Recommendations:** Please see report

---

**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:** Max Townsend  
Tel 0161 474 4861

---

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

**THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (GREEN PASTURES,  
HEATON MERSEY AND OTHER ROADS NEAR TO THE EAST DIDSBURY  
METROLINK OVERSPILL) (PROHIBITION OF WAITING) ORDER 2021**

**Report of the Corporate Director for Place Management & Regeneration**

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To consider objections received to a proposed Traffic Regulation order.

**2. BACKGROUND**

- 2.1 The legal advertising process for Traffic Regulation Orders (TRO's) associated with overspill parking at Parrs Wood Metrolink has resulted in a substantial number of formal objections from occupants on streets within the proposed scheme.
- 2.2 Due to the size of the response it would not be feasible to address each objection on an individual basis; but having read through the documents (which have been shared with the Ward Spokesperson) the general consensus can be summarised as follows: The situation has changed fundamentally since the Covid pandemic lockdown and historical problems with overspill parking have not (as yet) returned with the easing of lockdown restrictions. Therefore the provision of parking restrictions could be seen as a source of inconvenience for residents and their visitors.

**3. THE CORPORATE DIRECTOR (PLACE MANAGEMENT & REGENERATION) WOULD COMMENT AS FOLLOWS:**

- 3.1 It is noted that the only objection from Burnage Lane came for an occupant on the Manchester side of the boundary. Other than that we did not receive any opposition to the restrictions on Burnage Lane Inc. the junction at Berwick Avenue.
- 3.2 It is also noted that we did not receive any opposition to the restrictions at the junction of Meltham Road with Meltham Close.

**4. IT IS RECOMMENDED AT THIS TIME TO RESCIND THE ADVERTISED PROPOSALS APART FROM THE FOLLOWING:**

- 4.1 Woodlands Road opposite the entrance to the Brethren Meeting House Development as it will be prudent to consolidate access to the new residential build.

Burnage Lane Inc. the junction with Berwick Avenue.

Meltham Road at the junction with Meltham Close.

Printers Close at the junction with Burnage Lane.

4.2 It should be stated that by rescinding the other parts, Stockport MBC as the local Highway Authority does not condone parking on a junction or a bend and motorists who choose to park in such locations (contrary to the Highway Code) do so entirely of their own volition.

4.3 **THE REVISED TRO SCHEDULE WOULD NOW READ AS FOLLOWS:**

**Introduce No Waiting at Any Time:**

Meltham Road

Easterly side from a point 10 metres North of the Northerly kerb line of Meltham Close in a Southerly direction to a point 10 metres South of the Southerly kerb line of Meltham Close.

Meltham Close

Both sides from the Easterly kerb line of Meltham Road for a distance of 10 metres in an Easterly direction (to tie in with the above).

Woodlands Road

West side from a point 31 metres North of the Northerly kerb line of Didsbury Road for a distance of 14 metres in a Northerly direction.

Burnage Lane

Easterly side from a point 40 metres North of the Northerly kerb line of Berwick Avenue in a Southerly direction to a point 21 metres South of the Southerly kerb line of Berwick Avenue.

Berwick Avenue

Both sides from the Easterly kerb line of Burnage Lane for a distance of 15 metres in an Easterly direction (to tie in with the above).

Printers Close

Both sides from a point 5 metres East of the Easterly kerb line of Burnage Lane for a distance of 5 metres in an Easterly direction (to tie in with existing).

**5. LEGAL POSITION/IMPLICATIONS**

5.1 The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

## 6. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

### a. 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".

### b. 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.

## 7. CONCLUSIONS AND RECOMMENDATIONS

7.1 Please see The Corporate Director (Place Management & Regeneration) comments above.

### **Background Papers**

There are no background papers to this report.

Anyone wishing further information please contact Max Townsend on telephone number Tel 0161 474 4861 or by email on [max.townsend@stockport.gov.uk](mailto:max.townsend@stockport.gov.uk)