

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: East Didsbury Metrolink Overspill Parking Mitigation Measures

Report to: (a) Heatons & Reddish Area Committee Date: Monday, 20 July 2020

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 approve measures related to reducing the impact of overspill parking associated with the Metrolink site in Parrs Wood.

Recommendation(s): The Area Committee approves Part I of the schedule and recommends that the Cabinet Member (Communities & Housing) approves Part II of the same schedule below. Subject to the legal advertising of the Traffic Regulation Orders and no objections being received within 21 days from the advertisement date, the following orders can be made:

Part I. Introduce No Waiting at Any Time:

Green Pastures

The Southerly side of the Northerly circular part from the Westerly kerb line of the of Easterly Circular part for a distance of 10 metres in a Westerly direction to a point 3 metres East of the projected Easterly building line of No. 96.

The Westerly side of the Easterly Circular part from the Southerly kerb line of the Northerly circular part for a distance of 15 metres in a Southerly direction to a point 4 metres South of the projected boundary line between No's 117 and 119 (to tie in with the above).

The Easterly side of the Easterly circular part from the Northerly kerb line of the junction approach for a distance of 9 metres in a Northerly direction to a point level with the projected Southerly building line of No. 123.

The Northerly side of the junction approach from the Easterly kerb line of the Easterly circular part for a distance of 10 metres in an Easterly direction to a point 2 metres East of the projected Westerly building line of No. 123 (to tie in with the above).

The Southerly side of the junction approach from the Easterly kerb line of the Easterly circular part for a distance of 13 metres in an Easterly direction to a point 7 metres East of the projected Westerly building line of No. 63.

The Easterly side of the Easterly circular part from the Southerly kerb line of the junction approach for a distance of 10 metres in a Southerly direction to a point 1 metre North of the projected Northerly building line of No. 63 (to tie in with the above).

The Westerly side of the Easterly circular part from the Northerly kerb line of the Southerly circular part for a distance of 15 metres in a Northerly direction to a point level with the projected Northerly building line of No. 70.

The Northerly side of the Southerly circular part from the Westerly kerb line of the Easterly circular part for a distance of 7 metres in a Westerly direction to a point 11 metres East of the projected Easterly building line of No.70 (to tie in with the above).

The Northerly side from a point 10 metres West of the Westerly kerb line of Meltham Road in an Easterly direction to a point 9 metres East of the Easterly kerb line of Meltham Road.

Meltham Road

Both sides from the Northerly kerb line of Green Pastures for a distance of 10 metres in a Northerly direction (to tie in with the above).

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.

West side from a point 10 metres North of the Northerly kerb line of Ashdene Road in a Southerly direction to a point 10 metres South of the Southerly kerb line of Ashdene Road.

Ashdene Road

Both sides from the Westerly kerb line of Woodlands Road for a distance of 9 metres in a Westerly direction.

Both sides from a point 10 metres East of the Easterly kerb line of Cloister Road in a Westerly direction to a point 10 metres West of the Westerly kerb line of Cloister Road.

Cloister Road

Both sides from a point 10 metres North of the Northerly kerb line of Ashdene Road in a Southerly direction to a point 10 metres South of the Southerly kerb line of Ashdene Road.

Printers Close

South Side from a point 28 metres East of the Easterly kerb line of Burnage Lane in a Southerly, Northerly and Westerly direction covering the full extent of the Turning Heads to a point 30 metres East of the Easterly kerb line of Burnage Lane (a point level with the projected Easterly building line of No's 1 to 9).

Berwick Avenue

Northerly side from a point 10 metres West of the Westerly kerb line of Lineham Close in an Easterly direction to a point 15 metres East of the Easterly kerb line of Lineham Close.

Lineham Close

West side from the Northerly kerb line of Berwick Avenue for a distance of 10 metres in a Northerly direction.

East side from the Northerly kerb line of Berwick Avenue for a distance of 7 metres in a Northerly direction.

Part II. Introduce No Waiting at Any Time:

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).

Not forming part of the Traffic Regulation Order, the introduction of Access Protection Line markings at the locations shown on Drawing Number: **NM8-4546-001**; with the further provision of markings for the 53 occupancies which have requested this facility (funded from the delegated Ward Budget).

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 (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.

East Didsbury Metrolink Overspill Parking Mitigation Measures

**Heatons & Reddish Area Committee
Cabinet Member (Communities & Housing)**

Date: 20 July 2020

1. INTRODUCTION AND PURPOSE OF REPORT

To approve measures related to reducing the impact of overspill parking associated with the Metrolink site in Parrs Wood.

2. BACKGROUND

The East Didsbury Metrolink provides a convenient park and ride destination for commuters into the city centre. However, many commuters are using local residential streets in Heaton Mersey for parking with associated issues.

The Ward Councillors are very aware of these issues and organized their own survey with 400 properties in 2019. The results of the survey showed a range of problems and opinions; but no consensus on what, if anything needs to be done.

Under direction from the Ward Spokesperson, Network Management drafted a package of measures to improve road safety and traffic management in that general area where problems have been reported.

In agreement with the Ward Councillors, a public consultation exercise was undertaken in March 2020 with letters delivered to the following addresses: Printers Close, Cloister Road, Woodlands Road, Ashdene Road, 30 – 100 & 35 – 123 Green Pastures, Meltham Road, Meltham Close, 141 – 153 Berwick Avenue, Linehan Close, 727 -775 Burnage Lane, 605 -679 & 598 – 616 Didsbury Road 2 – 14 & 3 – 7 Chapel Street.

The consultation document contained the following explanatory notes:

- Transport for Greater Manchester is working on business cases for additional onsite parking at Metrolink stops and to identify other potential sites for the Metrolink, which could alleviate the pressure of commuter parking at East Didsbury. However, these are long-term initiatives, which are dependent on several factors and they will not resolve the issues that residents are reporting now.
- In the future (and in agreement with the majority of residents), it might be feasible to create a zonal permit-parking scheme around the Metrolink site. However, at this time all investigations into permit parking are on hold whilst the council reviews its policy on how these schemes are charged and administered. A pilot scheme is expected to be running elsewhere in the borough throughout the rest of the year.
- The Ward Councilors in Heatons South have supported the said measures in principle and have asked for this consultation to take place. They understand from the 2019 survey that there is no clear consensus on what needs to happen. However, it is hoped that these proposals will be something that everybody can agree on in the short-term to improve the general situation.

- Some residents have said that their driveways are being obstructed by vehicles. In view of the circumstances and to support residents, the Ward Councillors have instructed Network Management that any house with a driveway, that has been included in this consultation should be offered a **FREE** Access Protection Line marking (i.e. a white H-Bar across the driveway). The usual cost for this facility is £150 payable by the householder. This charge may seem excessive; however, the one-off payment takes into account the future maintenance liability of maintaining the marking.
- Councillors have received reports of double parking and obstruction on the adopted part of Chapel Street and therefore have asked for dwellings to be included in the consultation. This will give the residents of Chapel Street an opportunity to provide feedback on the current situation and make comments about what might be done in the future. Please note that extended No Waiting restrictions would apply to all road users (whether resident or non-resident) and therefore a proposal to extend the current restrictions may be a source of inconvenience for some occupants.

3. PROPOSALS

Please see the details (A to F) on the attached drawing (Number: **NM8-4546-001**) and the comments below:

A. No Waiting restrictions at the junction of Burnage Lane with Berwick Avenue. The extent of the restrictions will be tailored to suit the road layout on this side of the council boundary.

B. No Waiting restrictions to protect the junctions of Ashdene Road with Cloister Road and Woodlands Road.

C. Extended No Waiting restrictions (double yellow lines) at the entrance into Printers Close and also in the Turning Heads.

D. Extended No Waiting restrictions on Woodlands Road opposite the entrance to the former site of the Brethren Meeting House. This will help to consolidate access as part of the future redevelopment of the site.

E. No Waiting restrictions at the junction of Green Pastures, with protection on the adjacent bends. The entry points to the connecting cycling and walking routes will be protected with the provision of line markings.

F. No Waiting restrictions to protect the junctions of Meltham Road with Green Pastures and Meltham Close. The entry points to the National Cycle Network (55) off Meltham Road will be protected with line markings.

4. LEGAL POSITION/IMPLICATIONS

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. CONSULTATION

The consultation document included a feedback form with the following questions and options to demonstrate the level of agreement:

1. No Waiting restrictions at Burnage Lane with Berwick Avenue
2. No Waiting restrictions at Ashdene Road with Cloister Road
3. Extended No Waiting restrictions at the entrance to Printers Close
4. Extension of No Waiting restrictions on Woodlands Road
5. No Waiting restrictions on Green Pastures
6. No Waiting restrictions on Meltham Road with Green Pastures and Meltham Close.

The level of support for each of the above questions is shown in the Table 1. below:

Table 1.

Question:	Strongly Agree:	Agree:	Neither Agree or Disagree:	Disagree:	Strongly Disagree:
1.	43 (51%)	9 (11%)	24 (29%)	2 (3%)	5 (6%)
2.	47 (55%)	11 (14%)	11 (14%)	3 (3%)	12 (14%)
3.	40 (48%)	11 (14%)	23 (27%)	3 (4%)	6 (7%)
4.	42 (48%)	12 (14%)	17 (19%)	4 (5%)	12 (14%)
5.	35 (41%)	10 (12%)	29 (34%)	2 (2%)	10 (11%)
6.	38 (44%)	9 (11%)	30 (35%)	2 (2%)	7 (8%)

Access Protection Lines: In total 53 households responded to the offer of an Access Protection Line marking. The lining work will be arranged in due course.

The feedback forms also included a comments section. The responses returned are summarised in Tables 2. – 13. below:

Table 2. Green Pastures

Restrictions are needed on Meltham Road to prevent / control double parking (three respondents).
Do not consider speed humps on Green Pastures as part of this investigation.
The footway is frequently obstructed by parked cars.
The Council should offer special arrangements to make it easier for residents who want to widen their driveways.
Extend the proposed Access Line marking on the northerly bend on Green Pastures.
Traffic calming measures are needed.
The junction at Green Pastures & Meltham Road is particularly hazardous.
The proposed restrictions will displace the problem elsewhere.
Double Yellow Lines will be unsightly.
Restrictions will inconvenience householders and their visitors.

Table 3. Meltham Road

Double-parking along Meltham Road can be an issue.
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Table 4. Meltham Close

Turning out of Meltham Close can be difficult due to parking on Meltham Rd.
Traffic calming is needed on Meltham Road.
Request No Waiting restrictions at the cul-de-sac end of Meltham Close.

Table 5. Didsbury Road

Suggest speed hump on Meltham Road at Cycleway crossing point.
Resident permit parking needed for the frontages on the southerly side of Didsbury Road.
Extend the restrictions on Cloister Road – but they should not apply to residents.
Traffic calming needed on Didsbury Road to control speeding.
Restrictions will displace more parking onto Didsbury Road fronting residential properties.
Vehicles obstruct the Cycleway crossing point on Meltham Road.

Table 6. Burnage Lane

Erect signs on lampposts about not obstructing driveways.
A resident permit scheme is needed.
Existing restrictions are not properly enforced.
Additional parking capacity at the Metrolink site is needed.
Congestion at the Metrolink entry during peak periods is encouraging commuters to use local streets as an alternative.
Vehicles are being parked on the footway.
The proposed measures will only serve to displace the problem.

Table 7. Woodlands Road

The Bus Lanes on Didsbury Road are causing congestion which encourages drivers to rat-run through the estate (three respondents).
Restrictions will only serve to displace parking deeper into the culs-de-sac (two respondents).
Additional parking capacity is needed at the Metrolink (two respondents).
Traffic calming measures or a road closure is needed (two respondents).
Does not agree with the proposals.
Vehicles parking on the footway on Didsbury Road.
Resident permit scheme is required.
Extend the restrictions at Burnage Lane & Ashdene Road.
On-street parking makes it difficult to exit driveway.
Request a STOP line at the junction of Ashdene Road and Woodlands Road.
Congestion at the Metrolink entry during peak periods is encouraging commuters to use local streets as an alternative.
Restrictions would need to be properly enforced.
Rat-running and parking on this estate is a problem.

Table 8. Cloister Road

A zonal permit scheme needs to be implemented (two respondents).
Parking restrictions should not apply to residents.
Turning right out of Cloister Road is hazardous due to parked cars.
Congestion at the Metrolink entry during peak periods is encouraging commuters to use local streets as an alternative.
Request speed humps / traffic calming.
A road closure is needed at Ashdene Road / Burnage Lane.
The Bus Lanes on Didsbury Road should be removed as they cause tailbacks which encourage rat-running.
Restrictions will only displace parking elsewhere.
Additional parking capacity at the Metrolink is needed.
Lower charges / free parking at the Metrolink site.

Table 9. Ashdene Road

Close the road with bollards to prevent rat-running (two respondents).
Request the introduction of speed humps (two respondents)
Parking restrictions will only penalize residents (two respondents).
Restrictions will only serve to displace parking elsewhere leading to further issues (two respondents).
Remove the Bus Lanes on Didsbury Road which are causing congestion and encouraging rat-running through the side roads.
Introduce No Entry (Except for Access) on the side roads to prevent rat-running.
Request resident permit parking.
Traffic queues on Burnage Lane make it difficult to turn right into Ashdene Road at peak periods.

Table 10. Printers Close

Is concerned about double-parking along the full extent of Printers Close.
The full extent of the Close should be restricted.

Table. 11 Lineham Close

Two Respondents: Turning out of the Close is difficult due to parking.
Request parking restrictions on the arms of the junction at Berwick Avenue.
Additional car parking at the Metrolink site is needed.

Table 12. Berwick Avenue

It can be difficult to reverse off driveway due to on-street parking.
Restrictions will displace parking further-up the street.

Table 13. Address Not Supplied

If the Highway Code were properly enforced there would be no need for parking restrictions.
No Entry (Except for Access) on the estate between Didsbury Rd and Burnage Lane (to prevent rat-running).
The measures are not necessary and will be unsightly.
The restrictions will inconvenience residents.
Extra parking capacity is needed at the Metrolink site.

Network Management

In response to the feedback, the Network Management Team would comment as follows:

- Table 1. Would clearly demonstrate there is a majority support for the proposed restrictions at all locations. Note: A couple of forms were returned well after the closing date; however, these would have a negligible effect on the data.
- Resident permit parking and traffic calming (speed humps) were not part of the brief for this consultation and would be a separate investigation. As a further note, Didsbury Road is recognized as a Strategic Corridor so the placement of speed humps would not be an option.
- A physical road closure to prevent rat-running between Didsbury Road and Burnage Lane would have significant implications for all householders in this locality; therefore, the onus should be on residents (as a majority) to start the process by petitioning the Council.
- In the absence of parking restrictions, a parked vehicle causing a serious obstruction on the footway part of the Highway can be reported to GM Police.
- Reports of double-parking of Meltham Road and the need for restrictions to prevent this would need to be subject to further investigations / consideration. The same goes for the provision of double yellow lines at the cul-de-sac end of Meltham Close.
- To offer residents a special arrangement to facilitate widening their driveways may establish an unwanted precedent. The Ward Councillors are already offering the provision of a free Access Line marking which is deemed a very generous offer.
- The proposed Access Line on the northerly bend of Green pastures will cover the extent of the lowered-kerb in accordance with design standards.
- The proposed restrictions are on (or approaching) junction and bends where parked vehicles can hinder road safety and traffic management for all road users (and where there is increased likelihood of a traffic incident). As a further note, nobody should be parking at junctions or bends – whether resident or non-resident.
- In an ideal world there would be no need for unsightly road markings of any kind. Unfortunately, modern traffic conditions necessitate the requirement for such markings.

- The suggestion about a single speed hump at the cycle crossing point on Meltham Road is noted. For information, there have been no recorded traffic incidents (GM Police) within the last three years on Meltham Road.
- The Police do not have the resources to monitor all activity on the Public Highway; hence the requirement for parking restrictions and other safety measures.
- Parking capacity within the Metrolink site (Inc. parking charges) is a matter for Transport for Greater Manchester (TfGM).
- The Bus Lane on Parrs Wood Lane is within the Manchester City Council boundary. Bus Lane Traffic Regulation Orders are created by the local Highways Authority using powers provided by the Road Traffic Regulation Act, 1984. Bus Lanes are therefore the responsibility of each Local Authority, and despite representation from Stockport Councillors and Officers, Manchester CC, following consultation with TfGM and the bus operators, have been unwilling to change the Bus Lane. They have, however, agreed to raise it again with TfGM and bus operators to see if their views on it have changed.
- The existing restrictions at the junction of Ashdene Road and Burnage Lane would appear to be adequate with the arms of the junction fully protected.

Unfortunately, it is now a reality on many streets that householders are struggling to manoeuvre on / off their driveway due to the on-street parking situation. In many cases the problem is being caused by other residents.

- STOP lines at junctions are only provided where a serious road safety issue has been identified. According to our information, there have been no recorded incidents (GM Police) at this junction within the last three years.
- The public can request parking enforcement directly via the Council's Contact Centre.
- It is already an offence to obstruct a lowered-kerb driveway (not without permission from the occupier) and drivers should be aware of this. There is nothing in the regulations for the placement of any such signs.
- The entrance to the Metrolink site is within the Manchester CC boundary. It is noted they have provided a Keep Clear marking and protected turning pocket at the entrance.
- Restricting the full extent on Printers Close on both sides could have an adverse effect for residents.
- No Entry (Except for Access) orders have been used historically. However, they are no longer considered an effective means to control traffic as they are almost impossible for the Police to enforce (i.e. the Police have to monitor every vehicle entering and leaving the area in question).
- A KEEP CLEAR marking on Burnage Lane at Ashdene Road could be feasible subject to evidence that traffic is backing up across the mouth of the junction.

- In light of the feedback from Lineham Close, in agreement with the Ward Spokesperson, the proposals now include the provision of No Waiting at any Time restrictions at the junction with Berwick Avenue. Please see the attached sketch drawing number: **NM8-4546-001A**. Note: The double yellow lines on the easterly arm of the junction have been extended to 15 metres (i.e. rather than the standard 10 metres) to consolidate visibility of on-coming traffic on this side which is on a bend.

7. FINANCIAL IMPLICATIONS

Legal & Advertising	£1,250
Road Marking (Inc. Access Lines)	£2,500
Total	£3,750

To be funded from the delegated Ward Budget.

8. TIMESCALES

If approved, the scheme is expected to become operative in 2020; although a definite timescale cannot be provided due to the Covid 19 disruptions.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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.

10. CONCLUSIONS AND RECOMMENDATIONS

The Area Committee approves Part I of the schedule and recommends that the Cabinet Member (Communities & Housing) approves Part II of the same schedule below. Subject to the legal advertising of the Traffic Regulation Orders and no objections being received within 21 days from the advertisement date the following orders can be made:

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Background Papers

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