

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: The Metropolitan Borough Council of Stockport (Ashfield Road, Cheadle)
(Prohibition of Waiting and Limited Waiting) Order 2021 – Objection Report

Report to: (a) Cheadle Area Committee

Date: Tuesday 22nd June 2021

Report of: (b) Corporate Director for Place

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

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary: To consider the objections to a proposed Traffic Regulation Order (TRO), for Ashfield Road, Cheadle.

Recommendation(s):

The Corporate Director for Place requests that 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: Katy Farrer
Tel: 0161 474 4810

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

**The Metropolitan Borough Council of Stockport (Ashfield Road, Cheadle)
(Prohibition of Waiting and Limited Waiting) Order 2021**

Report of the Corporate Director for Place

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To consider the objections to the proposed Traffic Regulation Orders (TRO), for Ashfield Road, Cheadle. The proposed TROs relate to the pedestrian and cycle improvements proposed as part of the Cheadle Towns Fund scheme for Ashfield Road that was approved at Cheadle Area Committee on the 15th December 2021.
- 1.2 The proposed TROs were advertised on 13th May 2021 and three objections were received.

2. OBJECTIONS

- 2.1 Three objections have been received, all relate to the proposed extension of the existing No Waiting at Any Time (NWAAT) order on the western side of Ashfield Road, between Ashfield Crescent and the entrance to Brooklyn Place and the removal of the informal parking area adjacent to Cheadle Library. Details of each objection are provided below. These have been anonymised:

Objection 1

- 2.2 While we do not object to the scheme itself, we are concerned about the availability of car parking for staff, given that the bays with unlimited parking are regularly used by our staff. My understanding is under the new plan, all of the bays would be a maximum of 2 hours, which would mean that our staff would need to pay for parking going forwards. Given that they have worked tirelessly to support the community during the pandemic, my hope is that we can come to some sort of arrangement to guarantee parking availability. For instance, would it be possible to guarantee all of our staff free parking on the large car park at the end of Ashfield Crescent?

Objection 2

- 2.3 I am writing to express some concerns regarding the changes to the parking on Ashfield Road. We are residents and it is already very difficult to park as often people park on the white lines outside our house and with young children we often have to use the spaces further up the road or at the end of the road opposite the library. With the new scheme there will be a reduced number of spaces and new double yellow lines outside Brooklyn Place. Would it be possible to retain some spaces where the proposed double yellow lines are? We are looking forward to the general improvements and the cycle route linking us to the other paths to Cheadle Hulme more easily, we are cycling much more since lockdown.

Objection 3

- 2.4 From the plans it appears that the space of two car parks will be removed and turned into a no waiting at any time zone. There will also be fewer car parking spots available in the 2 hour waiting zone. This will make it harder for residents to

find car parking spots on the street where they live. Is there any plans to introduce car park permits for residents to exempt from the 2 hour limit or to restrict the car parking spots outside the houses on Ashfield Road to residents only?

3. COMMENTS OF THE PLACE CORPORATE DIRECTOR

- 3.5 There is an existing NWAAT order on the western side of Ashfield Road that extends from the access to Brooklyn Place for a distance of 8m in a northerly direction. It was identified during officer site visits that the road marking associated with this order has faded and therefore motorists currently park in this location. The scheme proposes to extend the existing order by 4m in a northerly direction. This will protect a new uncontrolled crossing (dropped kerbs and tactile paving) which has been proposed to provide pedestrians with a safe place to cross when travelling from the footway on the eastern side of Ashfield Road to the western side, for example journeys on foot between the school and the library. Without the extended NWAAT parked vehicles would reduce the visibility to/for pedestrians crossing the carriageway resulting in the potential for road traffic collisions.
- 3.6 The existing 'Limited Waiting' order on the western side of Ashfield Road extends from the access to Brooklyn Place in a southerly direction for 25m. The remaining informal parking area lies within an area of unregistered land and therefore no order exists. The restricted road width in the vicinity of the formal and informal echelon bays results in some motorists mounting the footway on the eastern side of Ashfield Road to enter/exit the bays. In addition two vehicles cannot pass each other safely and motorists have been observed mounting the footway to pass each other, further endangering pedestrians within the footway. To resolve this issue, whilst maintaining as much parking capacity as possible, the parking bays have been amended to parallel bays and the length of the limited waiting restriction extended. The times of the restriction have not changed and remain as "Monday to Saturday 8am – 5pm, 2 Hours No Return within 2 Hours". A turning head has also been provided and the highway will be formally adopted upon completion of the scheme. This arrangement provides short term parking provision for those visiting the library, school and doctor's surgery and a safer road layout for pedestrians and cyclists.
- 3.7 Should residents experience issues parking when the scheme has been implemented, an Officer could investigate whether the properties on Ashfield Road meet the criteria for residents parking, if Members are in agreement. The comments regarding staff permits for Massie Street Car Park will be passed on to the Parking Team for a response.

4. CONCLUSIONS AND RECOMMENDATIONS

- 4.1 That the Traffic Regulation Order be made as advertised in **Appendix A** and shown on **Drawing No D/0290AB/1200/TRO**

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Katy Farrer on telephone number Tel: 07748180131 or by email on katy.farrer@stockport.gov.uk.

Appendix A

Revocation of existing TROs

Revoke No Waiting at any time:

Ashfield Road

South West side from the entrance to Brooklyn Place for a distance of 8 metres in a South Easterly direction.

Revoke Limited Waiting 2 Hours No Return within 2 Hours:

Ashfield Road:

South West side from a point 8 metres South East of the entrance to Brooklyn Place for a distance of 25 metres in a South Easterly direction.

Proposed Waiting Orders

No Waiting at Any Time:

Ashfield Road

South West side from the intersection of the North West kerblines of Brooklyn Place for a distance of 11.7 metres in a North Westerly direction.

Limited Waiting Monday to Saturday 8am – 5pm, 2 Hours No Return within 2 Hours:

Ashfield Road

South West side from the intersection of the South Western kerblines of Brooklyn Place for a distance of 70 metres in a South Easterly direction.

Proposed moving orders:

Proposed Shared Route (pedestrian/cycle) path across unregistered land on Ashfield Road.