

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (CHARLES STREET, HEAVILEY) (PROHIBITION OF WAITING) AND (REVOCATION) ORDER 2020

Report to: (a) Central Stockport Area Committee

Date: Thursday, 21 October 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 an objection received to a proposed Traffic Regulation Order at Charles Street, Heaviley

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

THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (CHARLES STREET, HEAVILEY) (PROHIBITION OF WAITING) AND (REVOCATION) ORDER 2020

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 In relation to the development of 113 residential units in the Charles Street area, a package of amended Traffic Regulation Orders was approved at the Central Area Committee Meeting in March 2020. These proposals included 10 metres of double yellow lines (No Waiting at Any Time) on either arm of the junction at Fedora Close

2. OBJECTION

- 2.1 The subsequent legal advertising process has resulted in a formal objection from an occupant with a frontage on Charles Street. The content of the objection can be summarised as follows: The installation of double yellow lines across the frontage of the property will be a major source of inconvenience for day to day activities.

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

- 3.1 Nobody has an automatic right to park on the Public Highway and Stockport MBC as the local Highway Authority has an obligation to restrict parking where it is deemed to be causing a serious hindrance or hazard for other road users. Nevertheless, as Charles Street is physically closed to through-traffic, drivers exiting Fedora Close have reduced concerns about visibility and safety due to speeding traffic. Therefore, the Corporate Director is prepared to reduce the extent of double yellow lines on the westerly arm of the junction at Fedora Close by 5 metres. The amended proposal is shown on attached drawing number: **Q-4-4000-4238-02A**.
- 3.1 It should be noted that (as stated) nobody has an automatic right to park on the Highway and any motorist(s) who chooses to park within 10 metres of a road junction (contrary to advice in the Highway code) does so of their own volition and not with the endorsement of Stockport MBC as the Highway Authority.
- 3.2 The advertising process has also revealed an anomaly with the legal notice. Due to an admin error, the wording in the legal schedule was not consistent with that in the report approved by the Area Committee. To resolve this matter, it makes sense for the Members to rescind the advertised schedule (see Part I. below) and to approve a schedule (see Part II.) which will be consistent with that in the report (apart from the minor amendment described above).
- 3.3 It should be noted that when the (incorrect) legal notices were posted, local residents received a drawing of the proposals and so were aware of what was being 'advertised'.

4 LEGAL POSITION/IMPLICATIONS

4.1 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.

5 CONSIDERATION OF ALTERNATIVE SOLUTIONS

5.1 In view of the above, the Corporate Director (Place Management & Regeneration) would recommend the Area Committee approve the following:

Traffic Regulation Order Schedule to be Rescinded:

Prohibition of Waiting at Charles Street North West side From a point 10 metres of the North Westerly kerbline with the junction of Fedora Close for a distance of 10 metres in an Easterly direction following the kerb line into Fedora Close. Charles Street from a point 10 metres of the North Easterly kerbline with the junction of Fedora Close for a distance of 10 metres in a Westerley direction following the kerb line into Fedora Close. Charles Street, South West side From a point 63 metres of the South Westerly kerbline with the junction of Gatsby Crescent for a distance of 35 metres in an easterly direction following the kerb line into Gatsby Crescent.

Revoke No Waiting At Any Time Charles Street North West side From a point 66 metres of the North Westerly kerbline of Charles Street for a distance of 24 metres in an Easterly direction to a point 10 metres from the North Easterly kerbline with the junction of Christie Street. Charles Street, South East side From a point 66 metres of the South Westerly kerbline of Charles Street for a distance of 24 metres in an Easterly direction to a point 10 metres from the North Easterly kerbline with the junction of Christie Street.

Part II. Traffic Regulation Order Schedule to be Approved:

Revoke No Waiting At Any Time:

Charles Street – North West side from the Westerly kerbline of Christie Street for a distance of 123 metres in a South Westerly direction.

Charles Street – South East side from the Westerly kerbline of Christie Street for a distance of 90 metres in a South Westerly direction.

Introduce No Waiting At Any Time:

Charles Street – North West side from the Westerly kerbline of Christie Street for a distance of 10 metres in a South Westerly direction and from a point 10 metres North East of the North Easterly kerbline of Fedora Close to a point 5 metres South West of the South Westerly kerbline of Fedora Close.

Charles Street – South East side from the Westerly kerbline of Christie Street for a distance of 10 metres in a South Westerly direction and from a point 10 metres North

East of the North Easterly kerblines of Gatsby Crescent to a point 10 metres South West of the South Westerly kerblines of Gatsby Crescent.

Fedora Close – Both sides from the North Westerly kerblines of Charles Street for a distance of 5 metres in a North Westerly direction.

Gatsby Crescent – Both sides from the South Easterly kerblines of Charles Street for a distance of 12 metres in a South Easterly direction.

Christie Street – East Side from the South Easterly kerblines of Charles Street for a distance of 7 metres in a northerly direction.

6 EQUALITIES/COMMUNITY IMPACT ASSESSMENT

6.1 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".

6.2 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 That the Order be made as detailed above.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Max Townsend on telephone number 0161 474 4861.