

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Toronto Road & Canada Street, Heaviley

Report to: (a) Central Stockport Area Committee **Date:** Thursday, 10 March 2022

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 report on objections which has been received in relation to the advertisement of a Traffic Regulation Order.

Recommendation(s): The Corporate Director (Place Management & Regeneration) recommends 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: 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.

AGENDA ITEM

Toronto Road & Canada Street, Heaviley

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

To report on objections which have been received in relation to the advertisement of a Traffic Regulation Order.

2. BACKGROUND

Members will recall that a proposal for No Waiting at Any Time restrictions (double yellow lines) for a distance of 10 metres on both arms of the junction resulted in a substantial number of objections at the legal advertising stage. As a result (by way of a compromise) a revised proposal went to consultation with residents with the yellow lines reduced by 5 metres on all sides. Subsequently the revised scheme did not result in any adverse feedback and was approved by the Area Committee. Note: At the second phase of consultation, the covering letter stated that any motorist who chooses to park within 10 metres of a junction (contrary to the Highway Code) does so of their own volition – and not with the endorsement of SMBC as the local Highway Authority.

The legal advertising of the revised scheme has resulted in two formal objections which can be summarised as follows:

- The scheme will cause inconvenience on Canada Street where many households have more than one vehicle.
- The justification for the scheme is to avoid danger to road users; but the street already has speed humps.
- A hazard has never been observed at this junction during the time in residence.
- The provision of these restrictions will be a nuisance for householders and their domestic needs.

In response the Corporate Director (Place Management & Regeneration) would state the following:

It should be noted that nobody has an automatic right to park on the Public Highway. As referred to above, the Highway Code has, for many years, instructed motorists not to stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. Even in permit schemes, on-street parking space is available on a 'first come, first served' basis amongst the permit holders.

The provision of double yellow lines is not directly related to speeding; but rather to improve visibility and hence road safety for all road users and to allow larger vehicles (Inc. Refuse Wagons and Emergency Services) to turn safely. Note: A high proportion of traffic incidents occur at road junctions.

The public have differing perceptions of hazards and safety on the Public Highway. In this case it was local complaints to a Ward Councillor about parking at the junction which resulted in a scheme being developed.

Road users and residents often have conflicting interests and SMBC as the local Highway Authority must try to find the right balance between these interests (with the emphasis on road safety and Highway legislation). In this case, the original extent of the double yellow lines has been reduced by some 10 metres on both sides of the road, which seems a very reasonable accommodation.

3. CONCLUSIONS AND RECOMMENDATIONS

The Corporate Director (Place Management & Regeneration) recommends the order be made as advertised.

Background Papers

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