

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Proposed Traffic Regulation Order - No Waiting at Any Time on Preesall Avenue & Stalmine Avenue, Heald Green

Report to: (a) Cheadle Area Committee

Date: Tuesday, 20 June 2023

Report of: (b) Director for Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To report the findings of a consultation exercise and to seek approval for the introduction of the proposed Traffic Regulation Order as detailed within this report and **Appendix A**.

Recommendation(s):

The Director for Place Management requests that the Cheadle Area Committee consider, comment and approve the legal advertising of the following Traffic Regulation Order (TRO) as set out in **Appendix A** and, subject to no objections being received within 21 days from the advertisement date, the order(s) can be made.

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: Nicola Ryan
Tel: 0161 474 4409

'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.

Proposed Traffic Regulation Order - No Waiting at Any Time
Preesall Avenue & Stalmine Avenue, Heald Green

Report of the Director for Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a consultation exercise and to seek approval for the introduction of the proposed Traffic Regulation Order as detailed within this report.

2. BACKGROUND

- 2.1. It has been reported that inconsiderate parking is taking place on Stalmine Avenue at its junction with Preesall Avenue causing reduced visibility and hindering movement for all road users. Due to reports received from local residents, the local ward councillors requested Network Management investigate the concerns raised.
- 2.2. The carriageway of Stalmine Avenue is rather narrow, measuring 4.5 metres at its narrowest points.
- 2.3. As can be seen from the images below, parked vehicles hinder access for all motorists however, more so for larger vehicles such as the refuse vehicle, delivery vehicles etc.



3. PROPOSALS

- 3.1. To resolve the concerns raised, it is proposed to introduce a Traffic Regulation Order (TRO) 'No Waiting at Any Time' (double yellow lines) as shown on **Drawing No. NM8-5218-01**.

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. No other alternatives were considered.

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. Greater Manchester Police have been consulted and no adverse comments were received.
- 6.3. The Councils Waste Department have been consulted, following which accessibility concerns were raised. Namely that when vehicles are parked on Stalmine Avenue the driver of the refuse vehicle is hindered when accessing Stalmine Avenue resulting in the driver being forced to illegally bump up the kerb to pass the parked vehicles.

Following the accessibility concerns raised by the Waste Department, Network Management arranged for a 'Swept Path' drawing to be compiled. **Drawing No. NM8-5218-02** outlines the access/exit route the refuse vehicle takes and as can be clearly seen; parked vehicles hinder access to Stalmine Avenue. Whilst the Swept Path only focuses on the refuse vehicle, other larger vehicles will encounter the same difficulties.

- 6.4. Affected frontages have been consulted with. From a total of 20 no. letters sent, 15 no. (75%) responses have been received; of the responses received 13 no. (87%) support the proposals whereas, 2 no. (13%) do not support the proposals.

Comments Received:

Comment	Traffic Services Response
Totally agree. Cars are parked on the corner 100% of the time and reduce visibility.	This comment was made multiple times. It is anticipated that the introduction of this Traffic Regulation Order will improve visibility and overall safety for all road users.
The double yellow lines should continue further down Stalmine Avenue as the refuse vehicle and other larger vehicles are forced to mount the pavement due to the parked vehicles.	This comment was made multiple times. These concerns have been confirmed by the Waste Department and supported by the Swept Path drawing. The concerns have been discussed with the local ward councillors and have led to

	the proposals being reviewed. The updated proposals are shown on Drawing No. NM8-5218-01 Rev A.
Parked vehicles cause problems for larger vehicles being able to manoeuvre safely in and out of the Avenue.	The concerns have been discussed with the local ward councillors and have led to the proposals being reviewed. The updated proposals are shown on Drawing No. NM8-5218-01 Rev A.
Staff/Visitors working at Manchester Airport and nearby doctors' surgery often park their cars on Stalmine Avenue – their parked cars affect traffic movement.	It is anticipated that the updated proposals as shown on Drawing No. NM8-5218-01 Rev A will make access safer for all road users.
How many complaints have been received to give effect to the consideration of this TRO?	The local ward councillors approached Network Management requesting a solution to the on-going parking concerns initially raised by local residents in 2020.
Have there been any accidents at this junction?	There have been no accidents resulting in personal injury reported within the last 3 years from 30/09/2019 to 30/09/2022 (latest data available). This proposal is to keep safe movement of traffic.
What is the cost of implementing these restrictions?	The estimated costs to introduce this Traffic Regulation Order are £800 (excluding officer time) which will be funded by the Heald Green delegated ward budget.
Consideration will need to be given to those vehicles currently using the junction area to park before this proposal can be fully considered. Trucks/lorries carrying out deliveries already have issues passing down the street due to the amount of cars parked on the road.	Rule 243 of the Highway Code states 'do not' stop or park within 10 metres of a junction. Dependant on the highway layout, such as carriageway width/kerb radius, an extension to this is sometimes required as is in the case in this instance. An extension of the waiting restrictions at this location is further supported by the Swept Path drawing (Drawing NM8-5218-02).
There is a risk that instead of parking on the road around this junction cars will be forced to park on the road, and to allow passage for other vehicles they will be forced to park on the pavement. As pavement parking is already tolerated by Stockport Council, especially on Preesall Avenue on the pavement blocking it completely, the parking at the said junction should also be tolerated. If double yellow lines are placed around this junction and you continue to tolerate pavement parking, then this could be potentially deemed as discrimination or victimisation.	At this present time, the enforcement of pavement parking may only be undertaken by Stockport Council when there are waiting restrictions in place, such as double yellow lines. In the absence of such restrictions the responsibility of enforcing pavement parking falls within the remit of the Police. Should any member of the public wish to report dangerous or obstructive parking on the pavement or indeed at any other location it is recommended that they contact the Police on their non-emergency telephone number to request potential

<p>For the last 6 years there have been no accidents that I am aware of because of the junction parking. Both roads are cul-de-sacs. Without reckless driving, a vehicle cannot exceed 20mph and the design of Preesall Avenue along with the parked cars on the road offer a speed reduction envelope. If you introduce these double yellow lines this will lead to more vehicles being parked on Preesall Avenue and increasing the risk to pedestrians. Only one side of Stalmine Avenue is parked on therefore, allowing other motorists a clear view of the junction – there is a low risk around this junction.</p>	<p>enforcement.</p> <p>Whilst no accidents resulting in personal injury have been recorded in the last 3 years from 30/09/2019 to 30/09/2022 (latest data available) there is still the issue of traffic movement being hindered by parked vehicles as is demonstrated on Drawing NM8-5218-02. Motorists should not park within 10 metres of a junction; Rule 243 of The Highway Code refers. On occasions, an extension to this is required due to the highway layout, such as kerb radius/ carriageway width. During a recent site visit, officers noted vehicles parked on both sides of Stalmine Avenue.</p>
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In considering all the comments received, a recent site visit, the information provided by the Refuse Department, and the evidence shown within the Swept Path Drawing (**Drawing No. NM8-5218-02**) the outcome of the consultation exercise has resulted in the proposals being reviewed; the updated proposals are shown on **Drawing No. NM8-5218-01 Rev A** and have been approved by the local ward councillor responsible for traffic issues for the Heald Green ward (Highway Ward Spokesperson).

7. FINANCIAL IMPLICATIONS

7.1. Legal Costs	£560
Lining	£240
<u>Total Cost</u>	<u>£800</u>

To be funded from the Heald Green delegated ward budget.

8. TIMESCALES

8.1. 3-4 months, subject to objections.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. 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".

9.2. 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.

10. CONCLUSIONS AND RECOMMENDATIONS

10.1. The Director for Place Management requests that the Cheadle Area Committee consider, comment and approve the legal advertising of the following Traffic Regulation Order (TRO) as set out in **Appendix A** and, subject to no objections being received within 21 days from the advertisement date, the order(s) can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nicola Ryan on telephone number Tel: 0161 474 4409 or by email on nicola.ryan@stockport.gov.uk

Appendix A

Proposed Traffic Regulation Order (TRO) Schedule

No Waiting at Any Time

Preesall Avenue – North East Side

From its intersection with the north westerly kerbline of Stalmine Avenue for a distance of 10 metres in a north westerly direction.

Preesall Avenue – North East Side

From its intersection with the south easterly kerbline of Stalmine Avenue for a distance of 10 metres in a south easterly direction.

Stalmine Avenue – North West Side

From its intersection with the north easterly kerbline of Preesall Avenue for a distance of 50 metres in a north easterly direction.

Stalmine Avenue – South East Side

From its intersection with the north easterly kerbline of Preesall Avenue for a distance of 18 metres in a north easterly direction.