

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject:** Bus Pinch Points, Dale Street Objection Report

**Report to:** (a) Central Stockport Area Committee  
September 2023

**Date:** Thursday, 14

**Report of:** (b) Joint report of the Director of Place Management and Assistant Director -  
Legal & Democratic Governance

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

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

**Summary:** To consider a number of objections to proposed Traffic Regulation Orders (TRO)s for Dale Street and Vienna Road, Stockport.

**Recommendation(s):** The Central Stockport Area Committee is asked to consider the comments in the report and provide approval for the amended orders to be made.

**Relevant Scrutiny Committee** (if decision called in): (d)  
Communities & Transport Scrutiny Committee

**Background Papers** (if report for publication): (e)

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Caroline Aylmer-Shanks

**‘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.

**Bus Pinch Points, Dale Street Objection Report**

**Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance**

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report is to advise committee members of an objection/s received to a proposed introduction of Traffic Regulation Orders (TROs) for Dale Street, and Vienna Road, Edgeley, Stockport. The TROs are proposed as part of the Bus Pinch Points scheme which is located on Dale Street and Vienna Road.
- 1.2 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

**2. INFORMATION AND ADVICE**

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

**3. OBJECTIONS AND COMMENTS**

- 3.1. Fourteen objections have been received:-
- 3.2. Of these fourteen objections, two residents made two objections each, meaning twelve residents in total objected. Where residents have made multiple objections, their comments are being treated as one, so twelve objections are being reviewed as part of this report. Eleven objections were made to SMBC legal team via email, and one objection was submitted as an MP enquiry. Seven objectors stated they are residents of Dale Street (within the locality of the proposed TROs) and the other seven objectors did not state their address.
- 3.3. All objections expressed concerns in relation to the proposed TROs in general, however nine made direct comments regarding the proposals to introduce bus stop markings on Dale Street. All nine of these objectors requested that the bus stop be relocated to another location nearby.
- 3.4. All objections received stated that the proposals to introduce TRO's will have a negative impact on local residents. The objectors advised that parking in the area is already at a premium and consider that further parking restrictions will have a negative impact on local residents due to a number of factors, these include; increase in stress for residents if they are unable to park outside or close to their homes, particularly in relation to disabled and elderly residents as well as those with young children. Other negative effects mentioned included the potential increase in congestion in the local area, the impact on personal privacy of residents, the effect on car insurance prices and the impact of antisocial behaviour if residents are unable to see their vehicle from their property.

3.5. The objections in relation to the proposal to introduce 'No Waiting at Any Time' waiting restrictions and proposed bus stop markings on Dale Street and Vienna Road are summarised below:-

1. Of the twelve objections, three residents submitted the same objection via email which set out four separate concerns regarding the proposals. The first concern related to the reduction in parking for local residents and businesses and the impact this will have. They stated that the increase in waiting restrictions will cause undue hardship to residents, visitors, and local businesses. The second point raises concerns that in their opinion the proposals to introduce a bus stop clearway on Dale Street could result in an increase in traffic congestion in the area, they state that the location of the bus stop is not ideal as it is located at the corner of a junction, and raise concerns that buses waiting to pick up and drop off passengers cause an obstruction in the carriageway which results in congestion. The third point raised by residents' requests that that alternative measures are explored to rectify traffic concerns in the area that don't include implementing waiting restrictions, including looking at available parking and considering alternative locations for the bus stop. Finally, the fourth comment made in the objection refers to the impact on quality of life that the measures will have on local residents, specifically relating to the increase in stress, inconvenience, and potential disputes between residents if available parking is reduced and congestion increases.
2. Of the other nine objections, all advised that parking in the area is already at a premium, with many residents having more than one vehicle it can be difficult for residents to park outside or close to their home, and so the proposals will only worsen the existing parking issues. These objections state that the effect of local businesses and match day parking mean that residents already create parking difficulties in the area.
3. Nine of the twelve objections suggested that the bus stop should be relocated away from its existing location at the junction of Dale Street and Vienna Road, three objections state that the bus stop in its current location causes traffic congestion when a bus is stationary at the stop, due to insufficient carriageway width. All of these objection's state that the bus stop would be better located further north along Dale Street towards the junction with Berlin Road, objections state that properties in this area have driveways and so the impact on residents would be less significant.
4. One resident suggested that the proposals will lead to an increase in congestion if residents are having to drive around the local area looking for a parking spot. They also state that in their opinion the proposals are unnecessary as parking is currently not an issue. They mention that their general wellbeing will be negatively affected by the proposals, as buses stopping outside their property will reduce their personal privacy and their disability means that they need to be able to park outside or close to their home.

5. Two objections state that the recent increase in anti-social behaviour in the area mean residents would not be comfortable if their vehicles are not parked outside or within close proximity to their home.
6. Two residents from one household submitted objections. They mention that parking outside or close to their property is necessary as a family member has a disability. They also raised concerns that they have previously been refused a disabled bay as the carriageway was considered too narrow to accommodate a bay, and query why, if this is the case, a full-sized bus clearway marking is acceptable. These residents also mention that smaller buses now operate the service along Dale Street, and so in their opinion a full-sized bus clearway is unnecessary. One of these objections also queries why other similar bus stops on Dale Street and Vienna Road have not been included in the proposed measures, as these stops also do not have bus clearway markings meaning buses must stop in the centre of the carriageway if vehicles are parked within close proximity to the stop.
7. One objection makes reference to the petition which was submitted during consultation that had eighteen signatures. The objection references the comments made in the petition which detailed the negative impact the scheme would have on residents who need disability access, young families and businesses who all require parking within close proximity to their property. They state that local Air BnB's and match day parking put parking at a premium and permit parking needs extending to accommodate residents. The objection also suggests that the proposals to install bollards outside of Salty Towers chip shop business are unnecessary and in their opinion delivery drivers will still park directly outside of the shop despite the proposed waiting restrictions.
8. An objection from one resident who has a driveway states that due to extensive parking in the area, their driveway is often blocked. The objection suggests that the proposals will only further worsen this issue.
9. One objection directly mentions the negative impact the scheme will have on young families if they are no longer able to park within close proximity to their homes.
10. One objection also mentions that the number of planning permissions which have been granted within the local area has put a greater demand on parking, so further reducing available parking will create greater parking issues within the area.

## ***Response***

- 3.6. In March 2023 a report was presented to the Central Area Committee for approval to introduce several TROs (and associated bollards) to support the Bus Pinch Points proposed scheme for Dale Street, and Vienna Road, Edgeley.
- 3.7. A response is provided below to the objections received;

### *Impact on On-Street Car Parking*

- 3.8. In response to the objections which raise concern regarding the impact on on-street car parking, it is acknowledged that the bus stop is located within a residential area where there are limited off-street car parking facilities with demand for car parking mainly accommodated on-street. The parking restrictions included as part of this scheme are proposed to support Rule 243 of the Highway Code which prohibits parking within 10 metres of a junction and at bus stops. The proposed No Waiting At Any Time restrictions at the junction of Dale Street / Vienna Road would protect clear visibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross the roads.
- 3.9. The length of the proposed No Waiting At Any Time restrictions have been kept to a minimum in response to feedback received from the initial consultation, and to minimise the impact on on-street car parking. It should be noted that any motorist(s) who chooses to park within 10 metres of the junction (contrary to the Highway Code) does so of their own volition, and not with the endorsement of Stockport Metropolitan Borough Council as the local Highway Authority.
- 3.10. The bus stop is located outside number 90 Dale Street and it is noted that this property has off-street car parking provision to the rear of the property. There is also unrestricted car parking to the southern side of the property on Vienna Road.
- 3.11. In relation to those objections which state that the proposed measures to install further parking restrictions within the area will negatively affect many residents due to a number of factors which were mentioned in paragraph 3.5, it is acknowledged that reducing available parking in residential areas can negatively impact residents. However, the proposals only seek to introduce waiting restrictions 10 metres around the junction where vehicles should not be parked in order to maintain clear visibility for vehicles and pedestrians using the junction. In addition, there is already a residents parking scheme in this area which prevents non-residents from parking and so supports the parking needs of local residents.

### *Relocation of the Bus Stop*

- 3.12. In response to the objectors who requested for the bus stop to be relocated further north on Dale Street, towards the junction with Berlin Road, this option has been reviewed in collaboration with TfGM and Greater Manchester Police. It has been agreed that the bus stop should be retained in the existing location for a number of reasons including:
- relocating the bus stop further north would move the stop from a central location within the residential estate to the edge making it less appealing for residents of the estate. Should the bus stop be relocated north of Berlin Road, there would be very few residential properties between this stop and the following stop which is located to the north of Alexandra Park; and
  - the existing bus stop is located on a shallow gradient. The gradient on Dale Street becomes steeper to the north. A bus stop located to the north of Berlin Road would therefore be less attractive to passengers with limited mobility.

### *Necessity of the Bus Clearway Markings*

- 3.13. In relation to the comments that state that the proposals to introduce a bus clearway at the Dale Street bus stop is unnecessary. The proposals have been put together to protect the safety of passengers boarding / alighting at this bus stop. Rule 243 of the Highway Code prohibits parking at bus stops and TfGM has advised that operators are unable to align buses with the kerb due to on-street car parking. The clearway marking will discourage motorists from parking at this location, allowing buses to align with the kerb and passengers to board/alight buses from the footway, rather than the carriageway.

### *TfGM Trialling Smaller Busses*

- 3.14. With regards to the objections made stating that smaller buses now operate this service, officers are aware that this is something TfGM are trialling, however this may not be a permanent change. Therefore, it is recommended that the bus clearway markings are still installed as this allows bus users to safely access / alight the bus. The proposed bus stop markings will also ensure that the bus is able to pull in and pull out of the stop safely.

### *Vehicles Blocking Driveways*

- 3.15. The comment regarding vehicles blocking driveways is acknowledged and it is advised that it is an offence to block private driveways, in the event that this happens civil enforcement officers can fine offending vehicles.

### *Impact on Personal Privacy*

- 3.16. In relation to the objection made which stated that resident's personal privacy will be affected by busses stopping outside of their home. The bus stop in question is already in situ and the proposals seek only to introduce a bus stop clearway, not relocate the stop. Parking at bus stops is prohibited under Rule 243 of the highway code, and so busses should already be able to stop next to the kerb line in order for passengers to board / alight the bus safely. Therefore, the impact on personal safety should not change as a result of the scheme.

### *Impact on Congestion*

- 3.17. With regards to the objection made which stated that the scheme will result in an increase in congestion in the area. The proposals seek to introduce a bus stop clearway to ensure busses are able to pull up adjacent to the kerb line in order to protect the safety of passengers boarding / alighting at this bus stop. This in turn should also reduce congestion. The bus currently has to pull up in the centre of the carriageway due to parked vehicles at the stop, which means vehicles travelling behind the bus are unable to overtake. If the bus is able to align with the kerb this should allow more space for traffic to go past, thus reducing congestion in the area.

## **4. PROPOSED AMENDMENT TO THE ORDER**

- 4.1. It is proposed that no amendments be made to the proposals and that the Traffic Regulation Orders be made as advertised.

## **5. FINANCIAL IMPLICATIONS**

- 5.1. There are no financial implications arising from the recommendations in this report.

## **6. LEGAL IMPLICATIONS**

- 6.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

## **7. REASONS FOR RECOMMENDATIONS**

- 7.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 7.2. The Committee should make a decision in respect of the objection/s received so that the scheme can be progressed and the No Waiting At Any Time restrictions introduced or abandoned.

## **8. ALTERNATIVES CONSIDERED**

- 8.1. The alternative to the proposals laid out in this report is to continue with the current lack of restriction on the highway by not introducing the proposed traffic regulation orders.

## **9. RECOMMENDATIONS**

- 9.1. It is recommended that:
- 9.2. the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;
- 9.3. the Area Committee accept the proposed amendment/s to the Order as stated above and the Traffic Regulation Order be made as originally advertised.
- 9.4. That the objectors are informed of the decision.

### Background Papers

Bus Pinch Points – Dale Street, Edgeley – Consultation Results submitted to the Central Stockport Area Committee held on 9<sup>th</sup> March 2023.

This can be viewed via the following link ([Item 15](#))

Anyone wishing further information please contact Caroline Aylmer-Shanks on telephone number or by email on [c.aylmer-shanks@stockport.gov.uk](mailto:c.aylmer-shanks@stockport.gov.uk)