

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Vaudrey Drive, Cheadle Hulme - Proposed Traffic Regulation Order 'No Waiting at Any Time'

Report to: (a) Bramhall & Cheadle Hulme South Area Committee
Thursday, 30 November 2023

Date:

Report of: (b) Director of 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 a Traffic Regulation Order as set out in **Appendix A**.

Recommendation(s):

The Director of Place Management requests that the Bramhall & Cheadle Hulme South Area Committee approves the Legal Advertising of the following Traffic Regulation Order (TRO) set out in Appendix A, and that subject to no objections being made within 21 days from the advertisement date, the order can 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: 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.

Vaudrey Drive, Cheadle Hulme
Proposed Traffic Regulation Order 'No Waiting at Any Time'

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a consultation exercise and to seek approval of a Traffic Regulation Order (TRO) as set out on the TRO Schedule on **Appendix A**.

2. BACKGROUND

- 2.1. Residents previously made a request for a Resident Parking Scheme however, in accordance with both the previous and current approved Residential Parking Policy, the location does not meet the required criteria.

For an area to qualify for a residents parking scheme, Stockport Council's Residential Parking Scheme Policy states that investigations must show a daytime problem that around 60% of the cars do not belong to residents and around 85% of the available space is occupied for more than 6 hours of the day. Furthermore, there is a night-time problem if around 40% of the cars do not belong to the residents and around 85% of the available space is occupied for more than 4 hours of the night. When determining parking availability, garages/driveways will also be considered as available parking for residents as well as the un-restricted kerb space.

- 2.2. In 2018, the Council consulted on a series of Traffic Regulation Orders in order to deter the all-day parking by alleged non-residents which included, double yellow lines around the bend. However, at that time the proposals were not supported by the majority of residents and therefore, did not progress beyond the consultation stage.
- 2.3. In June 2023, the Council consulted on introducing a Limited Parking Zone on Vaudrey Drive to deter the reported all day parking by alleged non-residents. However, the proposals were not supported by the majority of residents and therefore, did not progress beyond the consultation stage.
- 2.4. Also in June 2023, the Council offered residents the opportunity to apply for an Access Protection Marking at a reduced cost, if 5 or more residents wished to take up the offer following residents reports that motorists regularly park and obstruct their driveway access. Sadly, only 1 resident wished to take up the offer.
- 2.5. Some residents have continued to raise safety concerns due to motorists parking their vehicles on the bend towards the cul-de-sac end of Vaudrey Drive and in doing so, have stated that not only is visibility greatly reduced but that other vehicles, in particular the refuse vehicle on occasions, are unable to pass the parked vehicles.

- 2.6. In February 2022, Traffic Services liaised with the Waste Department where at which time, there was no evidence to support any difficulties relating to the refuse vehicle accessing the area around the bend.
- 2.7. On 13th September 2023 at 7.50am, a Traffic Services Officer happened to be on-site at the same time as the refuse vehicle. The officer asked the driver of the refuse vehicle if they ever had issues getting the vehicle around the bend. The driver informed the officer that they had never had any issues. The driver was further asked if Vaudrey Drive was their usual route, to which they confirmed it was.

3. PROPOSALS

- 3.3. To overcome the on-going concerns of parking on the bend, it is proposed to introduce a Traffic Regulation Order (TRO) – ‘No Waiting at Any Waiting’ (double yellow lines), as shown on the enclosed **Drawing No. NM8-5038-2023-01**.
- 3.4. These proposals compliment Rule 243 of the Highway Code which states: Do Not stop or park on a bend.

4. LEGAL POSITION/IMPLICATIONS

- 4.3. 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

- 5.3. Alternatives considered are as detailed in 2.2 and 2.3.

6. CONSULTATION

- 6.3. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.4. Greater Manchester Police have been consulted and no adverse comments were received.
- 6.5. Nearby affected residents have been consulted with; from a total of 45 No. letters hand delivered to affected properties, a total of 15 No. (33%) responses have been received of which, 10 No. (67%) responses support the introduction of double yellow lines on the bend whereas, 5 No. (33%) do not.

Comments made by residents, together with comment from Traffic Services are detailed below:

- **Double yellow lines are totally unnecessary – it just needs traffic wardens.**

In the absence of a Traffic Regulation Order (double yellow lines), Civil Enforcement Officers, Traffic Wardens as they were previously known are unable to carry out parking enforcement action.

- **We are confused by the Councils ruling that Vaudrey Drive does not meet the required criteria for resident parking because we have driveways. Haslemere Drive, Queens Road, Pownall Road and Lyndsay Avenue among others, all have driveways too and have a resident permit scheme in place.**

The resident parking scheme in place at each of the respective locations reference are historical. Officers have carried out numerous parking surveys on Vaudrey Drive covering different days of the week, including weekends and at different times of the day, including early morning and late evening the outcome of which, did not meet the require criteria for a resident permit parking scheme. There are other roads within the immediate vicinity to Vaudrey Drive which do not have resident parking; Lorna Road, Croft Road and Briarfield Road.

- **Resident Permit Parking will resolve our issues.**

In accordance with the approved (and previous) Residential Parking Policy, Vaudrey Drive does not meet the required criteria for a residential parking scheme.

- **Double yellow lines will make it more difficult for visitors to park.**

The No Waiting at Any Time (double yellow line) proposals compliment Rule 243 of the Highway Code, which states: Do not stop or park on a bend.

- **I have witnessed many near misses on the bend.**

It is anticipated these proposals will improve visibility for all road users and therefore, minimise the risk of any potential accident.

- **Double yellow lines will exacerbate the current parking issues, creating more congestions and additional problems for residents. The proposals cover areas where cars can and do park safely, including residents and their visitors.**

Motorists parking on the bend are doing so in contravention of Rule 243 of the Highway Code.

- **Motorists frequently park on the bend – it is dangerous.**

It is anticipated that the introduction of these proposals will stop motorists from parking on the bend.

7. FINANCIAL IMPLICATIONS

7.3. Legal Advertising	£650
Lining	£150
<u>Total Costs</u>	<u>£800</u>

To be funded from the Cheadle Hulme South Ward Delegated Budget.

8. TIMESCALES

8.3. 3-4 months, subject to objections.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.3. 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".

9.4. 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

10.3. The Director of Place Management requests that the Bramhall & Cheadle Hulme South Area Committee approves the Legal Advertising of the following Traffic Regulation Order (TRO) set out in Appendix A, and that subject to no objections being made within 21 days from the advertisement date, the order can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nicola Ryan by email on nicola.ryan@stockport.gov.uk

APPENDIX A

Proposed TRO Schedule

'No Waiting at Any Time'

Vaudrey Drive, Cheadle Hulme (North East Side)

From the projected boundary of property nos. 18 & 20, for a distance of 42 metres in a north westerly then north easterly direction.

Vaudrey Drive, Cheadle Hulme (South West Side)

From the projected boundary of property nos. 35 & 37, for a distance of 30 metres in a north easterly then north westerly direction