

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

**Subject: Wilmslow Road/Greenway Road & Greenhythe Road, Heald Green - Proposed Traffic Regulation Order 'No Waiting at Any Time'**

**Report to: (a)** Cheadle Area Committee  
2024

**Date:** Tuesday, 23 January

**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 of a Traffic Regulation Order (TRO), 'No Waiting at Any Time' (double yellow lines) as detailed on the TRO Schedule on **Appendix A**.

**Recommendation(s):**

The Director of Place Management requests that the Cheadle Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways & Transport Services 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

**'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.

Wilmslow Road/Greenway Road & Greenhythe Road, Heald Green - 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), 'No Waiting at Any Time' (double yellow lines) as detailed on the TRO Schedule on **Appendix A**.
- 1.2 This report is to be read in conjunction with reports:
  - Proposed Traffic Regulation Order 'No Waiting at Any Time' & Moving Traffic Regulation Order '20mph Speed Limit' on the Bloor Homes Development (Foxcote Estate), Heald Green which is being presented to Cheadle Area Committee on Tuesday 23<sup>rd</sup> January 2024.
  - Proposed Traffic Regulation Order(s) on Outwood Road, Heald Green which is being submitted to Cheadle Area Committee on Tuesday 23<sup>rd</sup> January 2024.

**2. BACKGROUND**

- 2.1. Stockport Councils Network Management Section received a request from the local ward councillors to investigate safety concerns raised by residents. It was reported that motorists were hindering traffic movement by parking too close to junctions, parking in such a manner so as to reduce visibility for other highway users and some motorists were also reported to be obstructing resident's driveways.
- 2.2. A Network Management Officer carried out several site visits where at which time they observed this same parking behaviour.
- 2.3. Two other schemes are taking place within the area which are connected to the Bloor Homes Development, planning application ref. DC/078180; the attached 'overall' plan **Drawing No. D\_5102\_001 (P03)**, together with **Drawing No. D\_5102\_003 (P08)**, **Drawing No. D\_5102\_004** and **Drawing No. D\_5102\_005 (P03)** refer.

**3. PROPOSALS**

- 3.1. To overcome these concerns, 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. D\_5102\_002 (P07)**.
- 3.2. As previously consulted on and approved, it is intended that the installation of a Traffic Calming feature on Greenway Road in the way of a 'raised platform' and controlled crossing will be legally advertised at the same time as the Traffic Regulation Order(s) detailed within this report.

#### 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. Nearby affected residents have been consulted with; from a total of 36 No. letters delivered to affected properties, a total of 12 No. (33%) responses have been received:

##### **Greenhythe Road**

7 No. (58%) support the proposed restrictions on Greenhythe Road whereas, 5 No. (42%) do not.

##### **Greenway Road**

8 No. (67%) support the proposed restrictions on Greenway Road whereas, 4 No. (33%) do not.

##### **Wilmslow Road**

9 No. (75%) support the proposed restrictions on Wilmslow Road whereas, 3 No. (25%) do not.

Overall, there is the majority support for the introduction of the 'No Waiting at Any Time' (double yellow line) restrictions.

- 6.4. Comments made by residents:

<b>Comment</b>	<b>Traffic Services Response</b>
Please implement these proposals, it is so hard to see as you exit the junctions. Parking is particularly bad on Fridays.	It is anticipated that these proposals will improve visibility for all road users.
We are concerned that cars/vans will just park further into Greenhythe & Greenway Road, obstructing driveways. We've missed appointments before now due to being unable to exit our driveway due to a car having been parked across it.	It is highly likely that motorists will seek alternative parking however, it should be noted that these proposals are to aid vehicle movement and to improve visibility for all road users and not to preventing motorists from parking on the adopted highway.

	<p>Should any resident encounter continual problems with motorists parking and blocking their driveway, the resident may apply for an Access Protection Marking (APM), though it should be noted a £185.00 charge will apply.</p> <p>Should any resident find their driveway obstructed by another vehicle they may request Parking Enforcement by telephoning 0161 217 6111, Emailing <a href="mailto:parking@stockport.gov.uk">parking@stockport.gov.uk</a> or Online via the following link <a href="#">Request a parking enforcement - Stockport Council</a>. Upon such requests, a Civil Enforcement Officer will attend the location as soon as operationally possible.</p> <p>Additionally, in circumstances whereby a resident is unable to exit their driveway due to another vehicle blocking it, the resident may request enforcement from Greater Manchester Police on their non-emergency telephone number 101.</p>
<p>These proposals are not the solution; the solution should be targeted at the cause.</p>	<p>The purpose of these proposals is to aid vehicle movement and improve visibility for all road users, particularly at the junctions of Greenway Road/Wilmslow Road and Greenhythe Road. Additionally, these proposals also complement Rule 243 of the Highway Code, which states: Do not stop or park opposite or within 10 metres of a junction.</p>
<p>These proposals are horrendous; how will residents of Wilmslow Road load/unload shopping? Where will vehicles making deliveries park? Where will visitors to residents of Wilmslow Road park? Where will residents park? How will someone be able to be dropped off at a property on Wilmslow Road? Where will disabled visitors park? The list is endless.</p>	<p>Wilmslow Road is a strategic route and therefore, should be kept clear of parked vehicles due to its carriageway and footway widths.</p> <p>Loading/Unloading together with the picking up and dropping off of passengers is permitted on double yellow lines.</p> <p>As clearly detailed within the Blue Badge Holders Handbook, Blue Badge Holders are permitted to park on a double yellow line restriction for a maximum of 3 hours.</p>
<p>Residents who live on Wilmslow Road should be given resident permits to replace these proposals.</p>	<p>Resident Permit Parking is not within the remit of this scheme. Additionally, Wilmslow Road is a strategic route and therefore, in accordance with the approved Resident Permit Parking Policy, does not meet the required criteria.</p>
<p>Should put double yellow lines on Bolshaw Road too.</p>	<p>Bolshaw Road already benefits from double yellow lines on both sides of the road.</p>

<p>Cars are often parked on the grass verges, perhaps a sign stating 'No Parking on Grass Verges' should also be installed.</p>	<p>A new Policy is in the process of being written in relation to protecting grass verges throughout the whole Borough. The Policy is expected to be presented to Scrutiny before the end of the year. As this is a Borough-wide Policy, it will also need to be submitted to the Cabinet therefore, the outcome is likely to be unknown until early 2024.</p>
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## 7. FINANCIAL IMPLICATIONS

7.1. Legal Costs	£350
Road Markings	£400
<b>Total Costs</b>	<b>£750</b>

To be funded from the Heald Green Delegated Ward Budget. Elements related to the Bloor Homes development will be funded from the S278.

## 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 of Place Management requests that the Cheadle Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways & Transport Services 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](mailto:nicola.ryan@stockport.gov.uk)

## **Appendix A**

### **Revocation of existing TRO Schedule**

#### **No Waiting at Any Time**

##### **Wilmslow Road, Heald Green (North West Side)**

From a point 25 metres south west of its intersection with the south western kerb line of Greenway Road to a point 8.5 metres north east of the intersection with the north eastern kerbline of Greenway Road.

##### **Greenway Road, Heald Green (Both Sides)**

From its intersection with the north western kerb line of Wilmslow Road for a distance of 20 metres in a north westerly direction.

### **Proposed TRO Schedule**

#### **No Waiting at Any Time**

##### **Wilmslow Road, Heald Green (South East Side)**

From a point 6 metres north east of the projected north easterly kerb line of Greenway Road for a distance of 83 metres in a south westerly direction.

##### **Wilmslow Road, Heald Green (North West Side)**

From a point 25 metres south west of its intersection with the south western kerb line to a point 6 metres north east of the intersection with the north eastern kerbline of Greenway Road.

##### **Greenway Road, Heald Green (North East Side)**

From a point 10 metres north west of the north western kerb line of Greenhythe Road to its intersection with the north western kerb line of Wilmslow Road.

##### **Greenway Road, Heald Green (South West Side)**

From its intersection with the north western kerb line of Wilmslow Road for a distance of 20 metres in a north westerly direction.

##### **Greenhythe Road, Heald Green (Both Sides)**

From its intersection with the north eastern kerb line of Greenway Road for a distance of 10 metres in a north easterly direction.

### **For Notification**

#### **Installation of Raised Platform (20 metres long, 6 metres wide & 75 millimetres high)**

##### **Greenway Road, Heald Green**

Centrally at a point, approximately 18 metres west of the projected north western kerb line of Wilmslow Road.