

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Weaver Close and Chapel Street, Hazel Grove

Report to: (a) Stepping Hill Area Committee

Date: Tuesday, 30 July 2024

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary: To approve No Waiting at Any Time restrictions on parts of Weaver Close and Chapel Street in Hazel Grove.

Recommendation(s): The Area Committee approves the legal advertising of the Traffic Regulation Orders detailed in Appendix A. Subject to no objections being received within 21 days from the advertisement date the orders 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: Max Townsend
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'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.

Weaver Close and Chapel Street, Hazel Grove

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

To approve No Waiting at Any Time restrictions on parts of Weaver Close and Chapel Street in Hazel Grove.

2. BACKGROUND

Network Management received reports that parked vehicles were hindering / obstructing the gates to the Play Area in Weaver Close (cul-de-sac). Obviously, the Play Area is an important community facility to which the public should have easy and safe access.

A proposal was drafted to protect the gates (see drawing number: **NM8-5211-001**) and in agreement with the Ward Councillors a local consultation was delivered. This resulted in three responses which are summarised below:

- Suggested extending the double yellow lines to the junction with Chapel Street to consolidate access into the cul-de-sac. Also, a daytime restriction (single yellow line) across the gates to the Play Area so that residents can use this space for parking in the evening.
- Extend the double yellow lines from the gates to the limit of the Highway to protect access to the nearby (private) car park. Also, introduce restrictions at the junction with Chapel Street.
- Reduce the extent of the double yellow lines as the service gates to the Play Area will only be used occasionally and residents can use this space for parking.

Network Management Comments:

The proposed restriction also protects the radius of the bend (where there should be no parking at any time) so downgrading the proposal to a single yellow line would not be appropriate.

The suggestion about protecting the junction at Chapel Street has been further substantiated with photo evidence sent to us by a resident.

In light of the fact the consultation resulted in a minimal response (just three replies) it must be assumed the majority of occupants feel the extent of the restrictions adjacent to the Play Area is acceptable.

The Greenspace Team have confirmed they would like the service gates to be fully protected for maintenance purposes. This necessitates a minor extension to the double yellow lines.

In view of the above, please see the revised scheme shown on drawing number: **NM8-5121-HW-001A**. Note: The extent of the double yellow lines at the junction have been tailored to reflect the general layout at the entrance into the cul-de-sac. Any motorist 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 SMBC as the local Highway Authority.

As and when the Traffic Regulation Order is advertised by Legal Services, local residents will be notified of the amended scheme and will have opportunity to formally object should they wish to do so.

3. LEGAL POSITION/IMPLICATIONS

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.

4. FINANCIAL IMPLICATIONS

Road Lining	£250
Legal and Advertising	£600
Total	£850

To be funded from the delegated Ward Budget.

5. TIMESCALES

If approved the order is expected to become operative in 2024.

6. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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.

7. CONCLUSIONS AND RECOMMENDATIONS

The Area Committee approves the legal advertising of the Traffic Regulation Orders detailed in Appendix A. Subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

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

Appendix A.

No Waiting at Any Time:

Weaver Close

South West side from the North Western kerb line of Chapel Street for a distance of 8 metres in a North Westerly direction.

South West side from a point 18 metres North West of the North Western kerb line of Chapel Street for a distance of 10 metres in a North Westerly direction; then 11 metres in a South Westerly direction (following the kerb line).

North East side from the North Western kerb line of Chapel Street for a distance of 7 metres in a North Westerly direction.

Chapel Street

North Western side from a point 5 metres South West of the South Western kerb line of Weaver Close in a North Easterly direction to a point 5 metres North East of the North Eastern kerb line of Weaver Close (to tie-in with the aforementioned).