

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Ramillies Estate, Cheadle Hulme - Prohibition and Restriction of Waiting / (Revocation) Order 2023

Report to: (a) Bramhall & Cheadle Hulme South Area Committee

Date: Thursday, 01 August 2024

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 Marlborough Avenue, Blenheim Road, Brabant Road, Musbury Avenue and Cranbourne Avenue, Stockport.

Recommendation(s):

The Bramhall & Cheadle Hulme 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
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'Urgent Business': (f) **YES / NO** (please circle)

**Ramillies Estate, Cheadle Hulme - Prohibition and Restriction of Waiting /
(Revocation) Order 2023**

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

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To consider a number of objections to proposed Traffic Regulation Orders (TROs), for Marlborough Avenue, Blenheim Road, Brabant Road, Musbury Avenue and Cranbourne Avenue, Stockport. The TROs are proposed as part of the Integrated Transport Block (ITB) – Ramillies Estate scheme.
- 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 Forty-one e-mails and letters were received, with thirty-four raising an objection to the proposed TROs:-
- 3.2 Twenty-seven objections were received to the proposed restrictions along Blenheim Road. This included objections to the proposed introduction of No Waiting At Any Time restrictions (double yellow lines) in areas of previously unrestricted parking (opposite the junctions with Marlborough Avenue, Brabant Road, Sedgemoor Close and Musbury Avenue; and on the western side of Blenheim Road between Monmouth Road and Sedgemoor Close), and the proposed upgrade of existing No Waiting At Times Shown restrictions (single yellow lines) which currently apply Monday to Friday 9:30am to 4:30pm to No Waiting At Any Time restrictions.
- 3.3 Twenty-six of those who provided comment on the TROs advised that the problems experienced within the estate are exacerbated by parking associated with staff working at nearby offices.
- 3.4 Twenty-two respondents suggesting amending the No Waiting at Any Time restrictions to No Waiting At Times Shown restrictions, with Monday to Friday 9:30-11:30am and 3:30-4:30pm being suggested by the majority of these respondents in order to reduce the impact of the parking restrictions on residents and their visitors.
- 3.5 Seventeen of those who objected to the proposed TROs requested that residents be provided with Residents Parking Permits.

- 3.6 Two objections were received to the proposed No Waiting at Any Time restrictions at the junctions of Marlborough Road with the side roads at the eastern side of the estate. One of these objections specifically objected to the proposed restrictions at the junction of Marlborough Avenue / Cranbourne Avenue, whilst the second objected to the restrictions on all side roads.
- 3.7 One resident who objected to the TROs proposed the introduction of a one-way system within the estate with parking bays provided for residents.
- 3.8 One objection was received from a resident who lives off Ramillies Avenue and was unable to view the TRO map. They wanted to ensure that there would still be provision to park on Ramillies Avenue.
- 3.9 One resident who did not object to the restrictions requested that the No Waiting at Any Time restrictions be extended on Blenheim Road to include the western side of the carriageway, opposite Cranbourne Avenue.

4. COMMENTS OF THE CORPORATE DIRECTOR, PLACE

- 4.1 In January 2023 a report was presented to the Bramhall & Cheadle Hulme South Area Committee for approval to introduce several TROs (and associated signage; along with on-carriageway 20mph roundels and access protection markings) to support the Integrated Transport Block (ITB) – Ramillies Estate scheme. The proposed TROs were developed to address reported issues of inconsiderate parking and were amended further to a public consultation exercise. Legal advertising of the TROs was subsequently undertaken.
- 4.2 A response is provided below to the objections received.

Blenheim Road

- 4.3 The No Waiting at Any Time restrictions that are proposed to be provided on Blenheim Road opposite the junctions with Marlborough Avenue (northern junction), Brabant Road, Sedgemoor Close and Marlborough Avenue (southern junction) would support Rule 243 of the Highway Code which prohibits parking opposite a junction. This protects clear visibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross roads. Within the public consultation on the ITB – Ramillies Estate scheme, a number of residents advised of difficulty experienced by refuse and emergency vehicles in traversing the estate; the proposed restrictions would keep the junctions clear of parked vehicles and therefore improve access for refuse and emergency vehicles. It is therefore proposed that these restrictions be retained.
- 4.4 In response to the objections received to the proposed No Waiting at Any Time restrictions between Cranbourne Avenue and Musbury Avenue, it is proposed to retain No Waiting at Times Shown restrictions on the eastern side of Blenheim Road but extend the times covered from Monday to Friday 9:30am to 4:30pm to Monday to Friday 8:30am to 4:30pm to align with the changes to the No Waiting at Times Shown restrictions further south along Blenheim Road. It is also proposed to provide No Waiting at Times Shown restrictions (Monday to Friday 8:30am to 4:30pm) on the western side of Blenheim Road to cover the area of currently unrestricted parking between Monmouth Road and Sedgemoor Close to align with the restrictions on the eastern side of Blenheim Road. This will reduce the impact on

residents and their visitors, compared with No Waiting at Any Time restrictions, whilst better protecting pedestrians utilising the footway as a route to/from Lane End Primary School at school drop-off time.

Residents Permit Parking

4.5 The option of providing residents permit parking was not presented for comment as part of the legal advertising of the TROs. This matter was investigated and responded to within the report that was submitted to the Bramhall & Cheadle Hulme South Area Committee in January 2023.

Marlborough Avenue (eastern side of the estate)

4.6 The No Waiting at Any Time restrictions that are proposed to be provided at the junctions of Marlborough Avenue (north east section) with Brabant Road, Musbury Avenue, Cranbourne Avenue and Marlborough Avenue (east section) would support Rule 243 of the Highway Code which prohibits parking opposite a junction. This protects clear visibility between pedestrians and vehicles approaching junctions creating a safer environment in which to crossroads. There is a pedestrian desire line along Marlborough Road for pedestrians travelling to/from Lane End Primary School and it is therefore proposed that these restrictions be retained.

Ramillies Avenue

4.7 The TROs proposed do not include any changes to the restrictions on Ramillies Avenue and so the extent of unrestricted parking along this road will not be impacted by the proposals.

5. PROPOSED AMENDMENT TO THE ORDER

5.1 Council officers having considered objections received propose an amendment to the Order dated as follows:

- It is proposed to amend the proposed No Waiting at Any Time restrictions on the eastern side of Blenheim Road between Cranbourne Avenue and Musbury Avenue to No Waiting at Times Shown restrictions (Monday to Friday 8:30am to 4:30pm).
- It is proposed to amend the proposed No Waiting at Any Time restrictions on the western side of Blenheim Road covering the area of unrestricted parking between Monmouth Road and Sedgemoor Close to No Waiting at Times Shown restrictions (Monday to Friday 8:30am to 4:30pm).

5.2 The proposed amendments reflect a reduction in the times that parking restrictions apply compared to the TROs advertised and are shown on Drawing Number 008-Rev B, The revised TRO schedule is provided as Appendix A to this report.

6. FINANCIAL IMPLICATIONS

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

7. LEGAL IMPLICATIONS

7.1 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.

8. REASONS FOR RECOMMENDATIONS

8.1 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.

8.2 The Committee should make a decision in respect of the objections received so that the scheme can be progressed and the TROs proposed to support the ITB – Ramillies Estate scheme introduced or abandoned.

9. ALTERNATIVES CONSIDERED

9.1 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.

10. RECOMMENDATIONS

10.1 It is recommended that:

10.2 the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;

10.3 the Area Committee accept the proposed amendments to the Order as stated above and shown on **Drawing: 008 Rev B**.

10.4 That the objectors are informed of the decision.

Background Papers

ITB Ramillies Avenue Traffic Calming submitted to the Bramhall & Cheadle Hulme South Area Committee held on 26th January 2023.

This can be viewed via the following link (Item 13):

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=142&MId=28441&Ver=4>

Anyone wishing further information please contact Caroline Aylmer-Shanks by email on c.aylmer-shanks@stockport.gov.uk

Appendix A

TRO Schedule - Ramillies Estate – Cheadle Hulme

Proposed No Waiting at Any Time

Marlborough Avenue (north eastern section), south west side; from a point 10 metres south east from its intersection with the south eastern kerb line of Brabant Road in a north westerly direction to a point 10 metres north west from its intersection with the north western kerb line of Brabant Road.

Marlborough Avenue (north eastern section), south west side; from a point 10 metres south east from its intersection with the south eastern kerb line of Musbury Avenue in a north westerly direction to a point 10 metres north west from its intersection with the north western kerb line of Musbury Avenue.

Marlborough Avenue (north eastern section), south west side; from a point 10 metres south east from its intersection with the south eastern kerb line of Cranbourne Avenue in a north westerly direction to a point 10 metres north west from its intersection with the north western kerb line of Cranbourne Avenue.

Brabant Road, Both sides; From its intersection with the south western kerb line of Marlborough Avenue (Northern eastern section) in a south westerly direction for a distance of 10 metres.

Musbury Avenue, Both sides; From its intersection with the south western kerb line of Marlborough Avenue (north eastern section) in a south westerly direction for a distance of 10 metres.

Cranbourne Avenue, Both sides; From its intersection with the south western kerb line of Marlborough Avenue (north east section) in a south westerly direction for a distance of 10 metres.

Marlborough Avenue (north east section), Both sides; from its intersection with the north western kerb line of Marlborough Avenue (East section) in a north westerly direction for a distance of 10 metres.

Marlborough Avenue (east section), north west side; from a point 10 metres south west from its intersection with the south western kerb line of Marlborough Avenue (north east section) in a north easterly direction to a point 10 metres north east from its intersection with the north eastern kerb line of Marlborough Avenue (north east section).

Blenheim Road, West side: From a point 15 metres south from the projected southern kerb line of Marlborough Avenue (northern junction) in a northerly direction for a distance of 32 metres.

Blenheim Road, West side; From a point 13 metres south from the projected southern kerb line of Brabant Road in a northerly direction for a distance of 32 metres.

Blenheim Road, West Side; From a point 10 metres north from its intersection with the northern kerb line of Sedgemoor Close in a southerly direction to a point 10 metres south of the southern kerb line of Sedgemoor Close.

Blenheim Road, West Side; From a point 10 metres north from its intersection with the northern kerb line of Monmouth Road in a southerly direction to a point 10 metres south of the southern kerb line of Monmouth Road.

Blenheim Road, East side; From a point 32 metres north from its intersection with the northern kerb line of Musbury Avenue in a southern direction to a point 10 metres south from its intersection with the southern kerb line of Musbury Ave.

Blenheim Road, East side: from a point 12 metres north from its intersection with the northern kerb line of Cranbourne Ave in a southern direction to a point 10 metres south from its intersection with the southern kerb line Cranbourne Ave.

Blenheim Road, East side: From a point 24 metres north from its intersection with the northern kerb line of Marlborough Avenue in a south easterly direction to a point 10 metres south east from its intersection with the southern kerb line of Marlborough Ave (southern junction).

Blenheim Road, West side; From a point 10 metres south from the projected southern kerb line of Marlborough Avenue (southern junction) in a northerly direction for a distance of 25 metres.

Proposed No Waiting Mon-Fri 8.30am to 4.30pm

Blenheim Road. West side; From a point 15 metres north from the northern kerb line of Ramillies Avenue in a northerly direction to a point 10 metres south of the projected southern kerb line of Marlborough Avenue.

Blenheim Road, East side; From a point 24 metres north of the northern kerb line of Marlborough Avenue to a point 10 metres south from the southern kerb line of Cranbourne Avenue.

Blenheim Road, West side: from a point 10 metres south from its intersection with the southern kerb line of Sedgemoor Close in southerly direction to a point 10 metres north of the northern kerb line of Monmouth Road.

Blenheim Road, East Side: from a point 10 metres south from its intersection with the southern kerb line of Musbury Ave in southerly direction to a point 12 metres north of the northern kerb line Cranbourne Ave.

Revocations

No Waiting at Any Time

Blenheim Road, West Side; From a point 10 metres north from its intersection with the northern kerb line of Sedgemoor Close in a southerly direction to a point 10 metres south of the southern kerb line of Sedgemoor Close.

Blenheim Road, East Side; From a point 10 metres north from its intersection with the northern kerb line of Musbury Avenue in a southern direction to a point 10 metres south from its intersection with the southern kerb line of Musbury Avenue.

Blenheim Road, West Side; From a point 10 metres north from its intersection with the northern kerb line of Monmouth Road in a southerly direction to a point 10 metres south of the southern kerb line of Monmouth Road.

Blenheim Road, East Side; From a point 10 metres north from its intersection with the northern kerb line of Cranbourne Avenue in a southern direction to a point 10 metres south from its intersection with the southern kerb line of Cranbourne Avenue.

Blenheim Road, East Side: From a point 10 metres north from the projected north western kerb line of Marlborough Avenue in a south easterly direction to a point 9 metres south east from the projected south eastern kerb line of Marlborough Road

No Waiting Mon-Fri 9.30am – 4.30PM

Blenheim Road. West side; From a point 15 metres north from the northern kerb line of Ramillies Avenue in a northerly direction to a point 10 metres north of the northern kerb line of Marlborough Avenue

Blenheim Road, East side; From a point 10 metres north of the northern kerb line of Marlborough Avenue in a northerly direction to a point 10 metres south from the southern kerb line of Cranbourne Avenue.

Blenheim Road, East side; From a point 12 metres north from the northern kerb line of Cranbourne Avenue to a point 10 metres south of the southern kerb line of Musbury Avenue.