

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Proposed Traffic Regulation Orders - Victoria Park, Offerton, Stockport

Report to: (a) Central Stockport Area Committee
2024

Date: Thursday, 1 August

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 (TRO) and Moving Traffic Regulation Order (MTRO).

Recommendation(s):

The Director of Place Management requests that the Central Stockport Area Committee approves the legal advertising of the following Traffic Regulation Order (TRO) set out in Appendix A and subject to no objections being received 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: Graham O'Connor
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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.

Proposed Traffic Regulation Orders - Victoria Park, Offerton, Stockport

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 for the introduction of a Traffic Regulation Order (TRO) and Moving Traffic Regulation Order (MTRO).

2. BACKGROUND

- 2.1. Following reports of inconsiderate parking, including parking on footways and Double Yellow Lines, from Stockport Homes and the Civil Enforcement Team, Traffic Services have been asked to investigate the issues.
- 2.2. The investigation into the existing parking restrictions on the adopted highway within the estate found that they were not covered with an underpinning Traffic Regulation Order. Therefore the existing Double Yellow Lines present on the carriageway are unenforceable. Vehicles regularly park on these Double Yellow Lines which obstructs the passage of other vehicles using the road and particularly delivery vehicles which require access to a 'Biomass' to the rear of Voewood House located on the estate.
- 2.3. There is an established 'One Way System' on the road with associated road markings and signage however this has not been formalised by a Moving Traffic Regulation Order (MTRO).

3. PROPOSALS

- 3.1. Due to the nature of the concerns raised, Traffic Services propose to introduce a Traffic Regulation Order (TRO) – 'No Waiting At Any Time', a Traffic Regulation Order (TRO) – 'No Loading At Any Time' and a 'Moving Traffic Regulation Order (MTRO) - 'One Way System' These proposals are shown on Drawing No. **NM8-VICTORIAPARK-GA-01 Rev. B**
- 3.2. As part of the scheme, Traffic Services propose to install a series of 10 Middleton style bollards to protect the footway from vehicular parking and also renew the lining of existing parking bay markings and hatched areas off the adopted highway. The existing signage relating to the 'One Way' system will also be formalised and replaced with the correct signage in accordance with Traffic Signs Regulations and General Directions.

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. When resident consultation took place it was proposed to introduce 'No Waiting and No Loading' adjacent to Voewood House and further south outside nos. 55 to 51 as shown on Drawing No. **NM8-VICTORIAPARK-GA-01 Rev. A**, however after receiving feedback from the consultation the decision was taken to reduce the area of 'No Loading' restrictions to 'No Waiting At Any Time' as shown on drawing No. **NM8-VICTORIAPARK-GA-01 Rev. B**. This will allow vehicles such as deliveries and taxis to pick up and drop off, load and unload.

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 they have no objections to these proposals.
- 6.3. Affected residents have been consulted with and from a total of 290 letters delivered, 15 responses (5%) have been received. It is assumed that the 275 (95%) that did not respond, had no preferences or adverse comments. Of the responses received, 1 response (1%) is in support of the proposals and 10 response (69%) do not support the proposals. There were also 4 (30%) responses received which neither agreed or disagreed with the proposals.

Comments made by those in support of the proposals:

Comment one

We have only 2 Disabled Bays on Victoria Park, disabled people can't park in them, because everyone else parks in there. I am one of the disabled. In the number of years, we have lived here, we have never seen anyone get a parking ticket in the Disabled Bays, down the side of Voewood. All the parking has been lost, because Stockport Homes stopped everyone parking there, so now everybody has to try and park in Victoria Park itself. The parking in Victoria Park, is diabolical, so where are all these people going to park when you change the lines? Unfortunately nearly everyone on Victoria Park have got cars, so it's not like the 1960's, when these flats were built, and less traffic on the road. Unfortunately, some of Stockport Homes garages are being rented to people who don't live on Victoria Park, and people who have garages are not using them, so that means they are taking parking spots up. Is this area going to be Traffic Warden controlled? If not, you will be wasting your time and money. After 5pm, it is chaotic around here, people just park where they want to, with no consideration for others. There are a large amount of disabled tenants who have carers, and family coming to see them; so where do they park?

Comments made by those who do not support the proposals:

Comment one:

How about acknowledging there is not enough parking spaces. How about removing the garages, to create 20+ more spaces. How about looking at the layout designed years ago and come up with a solution to help make more spaces to park. Not just give parking tickets or punishing the already poor, design more spaces; there is space, and redevelopment options. Think outside the box please. More disabled parking enforced, this is not a favourable idea, just money scam no one has died!!

Comment two:

I do not support the plans for the reasons stated. I feel it's unfair we can't park outside Voewood House, as there is nowhere else to go most of the time. So adding more parking spaces for the amount of cars would be helpful. Adding the new bollards and lines will cause more illegal parking, and more tickets being given out, I feel this is unfair also. I would like to have seen a parking permit introduced for residents, and family members. I feel this will stop people who live on Hall Street, and Bramwell Street from taking up those spaces. I personally feel these plans make the car park smaller, where really it should have been made bigger to cope with more cars. Also, the side car park next to Voewood House needs to be re-opened to residents to cope with the parking issues, normally the spaces on Victoria Park are taken up by vans from Stockport Homes.

Comment three:

This proposal is the worse one. Thought of it will cause nothing but more mayhem with the parking. We need more adequate parking, and more spaces. This proposal will lead to more inappropriate parking, and ticketing by the council so they can fine people who already don't have the money. 100% No.

Comment four:

I find this absolutely disgusting. Every year, your Stockport Council find ways of reducing parking on Victoria Park, and we are sick of it. For residence of Victoria Park, 200 properties we have a grand total of 47 spaces, and that includes two disabled bays. The left hand car park at the side of Voewood, leading to Barnsley Street; has been taken away by Stockport Homes for contractor and refuse collections, reducing parking further. Where do you expect residents to park! We have asked for the lines outside Voewood House to be removed, giving 4 bays as marked as 6. Also, the bench area opposite Voewood to be removed to allow another 4 bays marked as No 7, and to remove area marked as No 8, to give another 6 parking bays.

Comment five:

Until adequate parking is provided I don't think that it's fair to be putting in bollards or any more 'no parking' areas. Also two disabled parking bays isn't enough for the amount of disabled people in the flats and maisonettes. I would also like to address the garages that are mostly rented by people who no longer live on the estate. If you turned that into a car park with cameras the parking issue wouldn't be as bad. As someone with mobility issues I also have to address the 'no waiting and no loading' proposal. Once or twice a week I have to get to the hospital and physio appointments meaning that taxis have to wait for me to come downstairs. Also with the disabled bays being so far away from the actual flats most disabled people get dropped at the door. I'm also concerned that the 'no waiting and no loading' areas have not been shown on the Victoria Park consultation. To conclude I will be writing to the local MP to address the matter.

Comments six:

I like the one way traffic, there is a lot of children living in Victoria Park, people park their cars on the grass and pavements where the benches are. There is not enough disabled parking. Some people don't live on Victoria Park but park here while they go to the pub, where do people park their cars when they go home from work ?

Comment seven:

This proposal that you have planned out is not going to work, we don't need renewed parking spots we need more. Where you are planning on putting the bollards you could be fitting in new spaces. We already have issues with people from the surrounding area parking on here so this means we have to park on other streets. People here maybe have more than one car or van so it is difficult. Why not re-open the car park at the side of Voewood House ?, that would solve a lot of issues. You plan on a 'no waiting at any time' - what about people who have to have their shopping or a prescription delivered. You are not taking into account anything we said at the walk about. These plans will just not work the way the Council think they will. People that have helped with this either don't have a car or have a garage to park in.

Comment eight:

There are a number of elderly residents that require picking up from both sets of high-rise flats, many with disabilities.

Comment nine:

I can appreciate safety is paramount and new signage is important. However this does not help the parking situation for tenants. A number of non tenants use the limited parking available. The closure of the areas on both sides of Voewood House have further reduced capacity to the point that vehicles have to use the area where you intend to install bollards. Can an ANPR system be installed so that non tenants vehicles can be fined, similar to the system at Mottram Towers ?. If not can a pass system be introduced similar to Upper Brook Street ? Could the area adjacent to the telephone box be used to increase parking ? Many thanks for your consideration

Comment 10:

This proposal will reduce the parking by at least 7 cars, we cannot park as it is. There needs to be more than 2 disabled bays.

Comments made by those who neither agreed or disagreed with the proposals:**Comment one:**

As a resident at Voewood House, it appears from your map that Voewood will be more curtailed in access and parking than Beaver House. If no access is allowed, how do we unload or load any large items into the premises, i.e. furniture/deliveries. Although I support the new signage, it has not addressed the main issues in providing any additional spaces for parking !!! As a non - driver, how are taxis allowed to pick - up residents, some being elderly to take time to come downstairs. Taxis will not end up stopping here which is restricting people from their daily lives. Gates and bollards are restricting unused areas. More parking and maybe a pick - up point would be more beneficial. In conclusion, I feel there is an over abundance of restrictions and not enough parking spaces! I notice that the area behind Voewood, which was previously used for parking; has been totally left out of the plan. At present, the bins are brought onto the front of the building. "Bin men" will not collect from this area, therefore; a large strip of land, which could ease the parking issue; is totally left empty and going to waste!! Even SHG employee repair vehicles do not use it!!! (Please re-consider opening up this wasted space again)

Comment two:

There are not enough parking spaces for those with cars. If we don't have cars we can't get better jobs. Not having cars means we are limited to working in Stockport as public transport is not good at all and without these parking spaces people are deterred from buying a car. While the idea of no waiting seems good you need to remember that people stop in those areas is due to the lack of parking spaces. Additionally there are not enough disabled parking spots as many of them park in front Voewood House as it is easier access for them or are the only options for them. With these facts your priorities should be with easier access but you want to limit that, to keep in mind parking is already very limited and you want to make that even worse.

Comment three:

Mid evenings at the weekends are very difficult when a member of my family brings me back to my flat as they have to park a short time to see me safely in my flat. The removal of the drop off point is going to cause significant difficulties for me.

Comment four:

Disability spaces are needed, there are only 2. More space needed for cars. Maybe get rid of half of the centre and turn that into a car park.

Response:

Creating additional parking spaces was out of the remit of this scheme, however Stockport Homes are investigating alternative parking solutions.

No parking bays are being removed as part of this proposal; however Stockport Homes are investigating alternative parking solutions.

No PCNs have been issued as there are current no underpinning TRO to enforce the parking restrictions. If these restrictions are implemented, then they can be enforced and PCNs issued to vehicles in contravention of these. It should be noted that all parking bays are off the adopted highway.

Due to the comments received the proposals have been changed to accommodate deliveries and picking up dropping off scenarios.

Blue badge holders are permitted to park on no waiting restrictions for a maximum of three hours providing this does not contravene the Highway Code.

Residents parking permits are out of the remit of this scheme, if residents want to pursue such a scheme please refer to this link <https://www.stockport.gov.uk/parking-permits/new-scheme> if resident think they meet the policy then a petition signed by the majority of residents should be submitted to secretariat@stockport.gov.uk for consideration at the next area committee.

7. FINANCIAL IMPLICATIONS

7.1.	Legal Costs	£6000.00
	Lining Costs (including potential Traffic Management)	£2000.00
	Signage	£2000.00
	Bollards	£5000.00
	TOTAL	£15,000.00

To be funded by Stockport Homes	- £8000
To be funded by Manor Delegated Ward Budget	- £3500
To be funded by Traffic Services Budget	- £3500

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 Central Stockport Area Committee approves the legal advertising of the following Traffic Regulation Orders (TRO) set out in Appendix A and subject to no objections being received 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 Graham O'Connor on telephone number 0161 474 5057 or by email - graham.oconnor@stockport.gov.uk

Appendix A

Proposed Traffic Regulation Order (TRO) – ‘No Waiting At Any Time’

Victoria Park, Offerton

Northern End of Central Island

From a point 5 metres south of the southern projected kerblines of the access road to the rear of Voewood House going in a northerly then easterly then southerly direction following the central island kerblines for a distance of 35 metres.

West Arm West Side

From the intersection with the southern kerb line of the access road to the rear of Voewood House for a distance of 24 metres in a southerly direction.

East Arm East Side

From a point 13 metres north of the northern kerblines of Street Extension Victoria Park for a distance of 9 metres in a northerly direction.

Proposed Traffic Regulation Order – ‘No Waiting and No Loading At Any Time’

Access Road to the rear of Voewood House

Both sides from the intersection of the western kerblines of the western arm of Victoria Park for a distance of 26 metres in a westerly direction.

Proposed Moving Traffic Regulation Order (MTRO)

One Way – Victoria Park

From a point 20 metres southwest of Hall Street in a clockwise direction around the central island to a point 5 metres south from the southern projected kerblines of the access road to the rear of Voewood House.