

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Proposed Traffic Regulation Order ‘No Waiting at Any Time’ on Marple Wharf & Church Street, Marple

Report to: (a) Marple Area Committee
September 2024

Date: Wednesday, 11

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** and **Appendix B**.

Recommendation(s):

The Director of Place Management requests that the Marple Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Highways & Transport Services approves the Legal Advertising of the following Traffic Regulation Order (TRO) set out in **Appendix A** and **Appendix B**, 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.

**Proposed Traffic Regulation Order 'No Waiting at Any Time' (double yellow lines)
on Marple Wharf & Church Street, Marple**

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 detailed in **Appendix A** and **Appendix B**.

2. BACKGROUND

- 2.1. One of Stockport Council's ambitions is to deliver a high quality fully connected walking and cycling network and promote walking and cycling as a regular and accessible form of transport for all age groups and abilities.
- 2.2. As part of the approved Planning Application DC/074338 relating to the Marple Wharf development, alterations are required to the existing highway.
- 2.3. To accommodate these alterations, we need to make changes to the existing Traffic Regulation Orders (TROs).
- 2.4. Currently, on occasion, motorists are parking their vehicle in the middle of the carriageway on the south of the cycle gateway in such a position to obstruct the cyclists access to/exit from the cycle gateway.
- 2.5. Whilst progressing this scheme, it has been noted there is discrepancy with the existing restrictions that are marked on site, to that mapped on our system. The Councils mapping system, QGIS reflects that there is a 'No Loading' restriction in place on the north side of Church Street. However, there is no evidence on site, or in records available to support this is, or has ever been the case. Therefore, this discrepancy will be rectified as part of this scheme.

3. PROPOSALS

- 3.1. There are two elements to this scheme:
- 3.1.1. The Section 278; to ensure the cycle gateway remains clear to enable access and egress of the cycle lane it is proposed to introduce a Traffic Regulation Order (TRO) – 'No Waiting at Any Time' (double yellow lines), as shown on the enclosed plan, **Drawing No. D_4313_0100_003 Rev C**.
- 3.1.2. The Section 38; following the construction of the new properties on Marple Wharf it is proposed to introduce a Traffic Regulation Order (TRO) – 'No Waiting at Any Time' (double yellow lines), as shown on the enclosed plan, **Drawing No. C_4335_0000_001_02 Rev B**.

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 – S278 element

- 6.1. The Local Ward Councillors have been consulted and their comments noted. A site visit has been conducted with officers to demonstrate the need for this scheme.
- 6.2. Greater Manchester Police have been consulted and no adverse comments were received.
- 6.3. Affected residents have been consulted with, with each resident receiving a consultation letter and consultation plan, Drawing No. D_4313_0100_003.

From a total of 58 no. letters hand delivered to affected properties, a total of 11 no. responses (19%) have been received. From the responses received, 2 no. responses (18%) support the proposals; 8 no. responses (73%) do not support the proposals; 1 no. response (9%) did not indicate a preference and 47 no. residents (81%) did not respond to provide a response.

Note. From the 81% of non-responders, we can assume that these residents have no adverse comment(s) and therefore, do not object to the proposed double yellow lines.

Comments Received:

- The proposed restrictions will take up valuable parking spaces.
- I am yet to see any cyclists use the cycle path apart from children who ride up and down it after school.
- Residents have been campaigning for residents parking for years.
- A resident permit scheme needs implementing before any more restrictions are introduced.
- It is so frustrating to see that something so useless is passed through so quickly which is of detriment to the people that live here i.e. less space to park.
- We have concerns about the cycle gateway and the speed of which cyclists come down it. There have been several near collisions with pedestrians. Should the cycle lane have a speed limit?
- Our concern about the proposed bicycle zone in Church Street is that it conflicts with the primary designation of this area as a pedestrian route to the bus stops. The newly designated cycle route provides a pinch for people with walking difficulties/trolleys and walking aids in going to the local shops. Cyclists already whizz down Church Street going at speed as they descend. It seems the new route will increase the potential for collision and injury.

- Will there be signage installed to warn cyclists of the likely presence of vulnerable, slowly ambulant people at the site of the cycle gateway/route in Church Street?
- Not possible to agree or disagree as the work has already been carried out without consultation with the residents.
- People are parking on the flags outside Queens Court – please check this out.

Traffic Services Response to comments received:

- There are no proposed changes to the parking availability on the north side of Church Street. To the south side, motorists should park correctly along the side of the kerb (where there are no parking restrictions) and in accordance with The Highway Code. The proposed double yellow lines are minimal, 2.5m in length, and are to enable access onto the cycle gateway.
- Following concerns of reduced parking on the south side of Church Street, it is proposed to extend the marked-out parking bay situated to the east near to the entrance to Queens Court, resulting in no loss of 'correct/legal' parking spaces.
- 'I am yet to see cyclists use the cycle path' contradicts the comments from other residents who have responded to this consultation.
- Whilst Resident Permit Parking is not within the remit of this scheme, a consultation has been carried out separately for Marple District which included Church Street. The outcome of this consultation will be reported to Marple Area Committee in a separate report.
- One of Stockport Council's ambitions is to deliver a high quality and fully connected walking and cycling network and promote walking and cycling as a regular accessible form of transport for all age groups and ability levels.
- Cycle lanes do not have speed limits implemented. Previously, motorists parked in such a manner to obstruct the dropped crossing for the 'old' cycle path access/exit at the west side, forcing cyclists to use the footway. This new cycle gateway encourages cyclists to leave the cycle path in the centre of the carriageway.
- It is not proposed to install signage at the site of the cycle gateway/route in Church Street.
- Though lining has already been implemented to the north side, this does not change the original layout of restricted parking. Once we were aware that the markings were going in, we instructed the contractor to 'stop'. It is not known at this current time whether the oversight/error is one of the Engineers or the Lining Contractor - this is currently being investigated.
- In the absence of parking restrictions, such as yellow lines, Civil Enforcement Officers are unable to carry out parking enforcement. If a resident/member of the public believes that these vehicles are causing an obstruction, they should contact the Police on their non-emergency telephone number for potential enforcement. Any enforcement action will be at the discretion of the attending officer.
- In considering the comments received from residents and following a meeting on site with council officers and the ward councillors, it has been agreed to extend the bay markings on the south side of Church Street (on east side) and to also reduce the length of the proposed double yellow lines from a length of 2.7m to 2.5m.
- To reiterate, there will be no loss of 'legal' parking spaces.

7. CONSULTATION – S38 element

- 7.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 7.2. Greater Manchester Police have been consulted and no adverse comments were received.
- 7.3. Affected residents have been consulted with, with each resident receiving a consultation letter and plan, Drawing No. C_4335_0000_001_01.

From a total of 3 no. letters hand delivered to affected properties, a total of 1 no. response (33.33%) has been received. The response received is fully supportive of the proposals.

8. FINANCIAL IMPLICATIONS

- 8.1. This scheme is to be wholly funded by the developer.

9. TIMESCALES

- 9.1. 3-4 months subject to objections.

10. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

10.1. 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".

10.2. 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.

11. CONCLUSIONS AND RECOMMENDATIONS

- 11.1. The Director of Place Management requests that the Marple Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Highways & Transport Services approves the Legal Advertising of the following Traffic Regulation Order (TRO) set out in **Appendix A** and **Appendix B**, 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

Revocation of existing Traffic Regulation Order (TRO) Schedule

No Waiting at Any Time

Church Street, Marple (Both Sides)

From the intersection of the southern kerb line of Stockport Road, in a south easterly direction to the projected southern building line of property No. 6 Church Street.

No Waiting at Any Time/No Loading at Any Time

Church Street, Marple (Both Sides)

From the projected southern building line of property No. 6 Church Street in a south easterly direction, to the projected southern building line of property No 1, including the turning head on the western side, south east of property No 6 Church Street.

Proposed Traffic Regulation Order (TRO) Schedule

No Waiting at Any Time

Church Street (North of the Cycle Restriction) (Both Sides)

From the intersection of the southern kerb line of Stockport Road for a distance of 53.5 metres in a southerly direction to the cycle restriction outside of property No. 1 Church Street, including the turning head for a distance of 10 metres in a westerly direction, 39 metres south of the intersection of the southern kerb line of Stockport Road.

Church Street (South of the Cycle Restriction) (West Side)

From a point 14 metres north of the projected northern kerb line of Queens Court, for a distance of 2.5 metres in a northerly direction, then in an easterly direction for a distance of 4 metres.

APPENDIX B

Traffic Regulation Order (TRO) schedule

No Waiting at Any Time

Church Street, Marple (Eastern Side)

From a point 45 metres north east of the intersection of the north eastern kerb line of Church Lane, for a distance of 22.5 metres in a northerly direction.

Marple Wharf, Marple (North West Side)

From the intersection of the eastern kerb line of Church Street for a distance of 11.5 metres in a north easterly direction.

From a point 35 metres north east of the intersection of the eastern kerb line of Church Street for a distance of 45 metres in a north easterly, then in a south easterly direction for a distance 5 metres.

Marple Wharf, Marple (South East Side)

From the intersection of the eastern kerb line of Church Street for a distance of 64.5 metres in north easterly direction, then in a south easterly direction for a distance of 13 metres, then in a north easterly direction for a distance of 6 metres.

From a point 75 metres north east of the intersection of the eastern kerb line of Church Street, for a distance of 4.5 metres in a south westerly direction, then in a south easterly direction for a distance of 3.5 metres.