

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Traffic Regulation Order - Demmings Road, Cheadle

Report to: (a) Cheadle Area Committee
2024

Date: Tuesday, 29 October

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) 'No Waiting at Any Time' on Demmings Road and Brookfield Road Cheadle.

Recommendation(s):

The Director of Place Management requests that the Cheadle Area Committee comment and 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: Diane Knight
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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.

AGENDA ITEM

Traffic Regulation Order - Demmings Road, Cheadle

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report findings of a consultation exercise and to seek approval for the introduction of a Traffic Regulation Order (TRO) 'No Waiting at Any Time' on Demmings Road and Brookfield Road in Cheadle.

2. BACKGROUND

- 2.1. Traffic services received a request from the Local Highway Ward Spokesperson to investigate parking in the area following concerns raised by residents that motorists are parking their vehicles close to junctions and blocking dropped kerbs.
- 2.2 The parked vehicles are hindering movement of traffic and limiting visibility for other road users.
- 2.3 Whilst carrying out observations for this scheme Officers noted safety concerns at the zebra crossing on Demmings Road due to motorists frequently failing to stop when pedestrians were on or waiting at the crossing.

3. PROPOSALS

- 3.1. To overcome these concerns, it is proposed to introduce a Traffic Regulation Order (TRO) – No Waiting at Any Time (double yellow lines) on the junction of Demmings Road and Brookfield Road and around access points to Demmings Road Industrial Estate. These proposals are shown on **Drawing No. NM8-4771 Rev B**.
- 3.2 To improve the visibility of the zebra crossing, costs to upgrade the associated flashing amber beacons to high intensity LED beacons have been included. The high intensity LED beacons are more visible which will improve safety for pedestrians and increase visibility for motorists.

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 with and although no adverse comments were received, additional meetings, including a site visit, have taken place with the Local Ward Councillors and Network Management Officers to review the comments received from the nearby businesses and landlord of the Demmings Road Industrial Estate. This has resulted in a reduction of the proposed single yellow line outside Unit 4, from 18 metres to 12 metres; the purpose of this reduction to increase the parking demand of the nearby businesses whilst at the same time, still protecting the bend; **Drawing No: NM8-4771-Rev B** refers.
- 6.2. Greater Manchester Police have been consulted and no adverse comments were received.
- 6.3. Affected residents and businesses have been consulted, with each resident /business receiving a consultation letter and consultation plan, (**Drawing No. NM8-4471 Rev A**). The consultation documents are attached for reference.

From a total of 58 no. letters hand posted to affected residents and businesses, 15 no. (26%) responses have been received. A full breakdown is detailed below:

RESULTS		
	No.	%
Total No. Letters Sent	58	
Total No. of Responses	15	26%
Total No. Agree	11	73%
Total No. Disagree	4	27%
Total No. Not Responded	43	74%

Residents Comments	Network Management Response
More parking enforcement is required as the restrictions already in place in are ignored.	Civil Enforcement Officers patrol the borough daily and will issue a PCN to all vehicles they observe parked in contravention. Residents may also request enforcement when they observe a vehicle parked in contravention via the online form, email or telephone. Upon such requests, a Civil Enforcement Officer will attend the location as soon as operationally possible.
Residents dropped vehicular crossings are obstructed.	Motorists should not park over a vehicular dropped crossing. If residents have their vehicular access obstructed Parking Enforcement can be requested. Residents who encounter such problems regularly can apply for an Access Protection Marking to be installed in front of their vehicle access point. However, it should be noted there is a charge for this service, currently £196.00. However as

	<p>part of this scheme we are going to offer a discount for this, reducing the cost to £125.00, if 5 or more residents accept the offer. Letters will be sent in due course to properties included in this initial consultation.</p>
<p>Residents raised concerns regarding speeding vehicles. They also requested traffic calming measures in addition additional road markings and signage for the 20mph speed limit.</p>	<p>Whilst there are no physical traffic calming measures in place on Demmings Road, it does benefit from traffic calming by way of a reduced speed limit with accompanying gateway signage and carriageway roundels. To avoid any delays with the progression of this scheme, additional road markings/signage will be reviewed with the Local Ward Councillors on a future date.</p> <p>The contravention of a speed limit falls within the remit of the Police therefore, such instances should be reported directly to the Greater Manchester Police on their non-emergency telephone number, 101, for potential enforcement.</p>
<p>The introduction of double yellow lines around the junction will push parking to other areas of Brookfield Road and Demmings Road.</p>	<p>These proposals compliment Rule 243 of The Highway Code which states: DO NOT stop or park within 10 metres of a junction. However, due to the highway layout, e.g. junction radius, an extension to this may be required, which is the case in this instance. It is acknowledged that the introduction of double yellow lines may force motorists to seek alternative parking however, the purpose of these proposals is not to prevent parking on the adopted highway but are to improve traffic movement and visibility for all road users, particularly as this is a busy route for children accessing the local schools within the area.</p>
<p>Heavy good vehicles struggle to access Brookfield Road / Residents are unhappy heavy good vehicles use Brookfield Road.</p>	<p>Due to this location being busy with industrial estate traffic, and it being a busy walking route for schools, the proposals to extend the existing double yellow lines to 22 metres will provide more clearance for vehicle access. It is anticipated that these proposals will improve vehicle movement and access into Brookfield Road, particularly for the larger vehicles accessing the industrial estate. Restricting traffic flow into either of the industrial estates is not within the remit of this</p>

	scheme.
Concerns were raised from some of the businesses regarding the impact the proposed double yellow lines will have on the operation of the businesses and parking provision for their employees.	<p>The double yellow lines proposed support rule 243 of the Highway Code which states: DO NOT stop or park on a bend.</p> <p>Loading and Unloading is permitted on double yellow lines, therefore these proposals will not prevent the nearby businesses from carrying out this activity. However, once the loading/unloading activity has been completed, the respective vehicle(s) will need to be moved. It has been agreed to reduce the proposed double yellow lines near to Unit 4, on Demmings Road from 18 metres to 12 metres to provide parking provision whilst at the same time protecting the bend. Drawing No: NM8-4771-Rev B refers.</p>

During the course of progressing this scheme, an administrative error has been noted in relation to the the existing 'No Waiting at Any Time' Traffic Regulation Order (double yellow line restriction) situated at the entrance of the Demmings Industrial Estate, close to unit 5, Demmings Road. Whilst legal advertising for this had been previously carried out, and the associated lining installed on site, it was noted that the legal order supporting the Traffic Regulation Order was never sealed. Therefore, to rectify this, and to ensure parking enforcement can be carried out. we have included it as part of this scheme; There will be no additional cost to the Cheadle West & Gatley or Cheadle Hulme North & Cheadle East Delegated Ward Budget.

7. FINANCIAL IMPLICATIONS

Legal Costs	£650.00
Lining Costs	£550.00
<u>Zebra Crossing Beacon LED upgrade</u>	<u>£2800.00</u>
Total	£4,000.00

This cost is to be funded equally, at £2,000 each, from the Cheadle West & Gatley and Cheadle Hulme North & Cheadle East Delegated Ward Budget.

8. TIMESCALES

8.1. 4 to 6 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 Comment and 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.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Diane Knight on by email on diane.knight@stockport.gov.uk

Appendix A

Revocation to existing Traffic Regulation Order (TRO) Schedule

No Waiting at Any Time

Brookfield Road, Cheadle – Both Sides

From its intersection with the western kerb line of Demmings Road for a distance of 10 metres in a south westerly direction

Demmings Road, Cheadle – West Side

From its intersection with the southern kerb line of Brookfield Road for a distance of 10 metres in a south westerly direction.

No Waiting Monday – Friday 8-9.30am & 2.30-4.00pm

Brookfield Road, Cheadle – Both Sides

From a point 10 metres southwest of intersection with Demmings Road for a distance of 23 metres in a south westerly direction.

Proposed Traffic Regulation Order (TRO) Schedule

No Waiting at Any Time

Demmings Road, Cheadle – West Side

From a point 65 metres south of the southern kerb line of Brookfield Road for a distance of 30 metres in a southerly direction.

From the intersection of southern kerb line of Brookfield Road for a distance of 22 metres south westerly direction.

From its intersection with the northern kerb line of Old Wood Lane for a distance of 12 metres in a northerly direction.

Brookfield Road, Cheadle– Both Sides

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