

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Traffic Regulation Order - Greenway Road and Surrounding Roads

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 findings of a consultation exercise to seek approval for the introduction of a Traffic Regulation Order (TRO) 'No Waiting at Any Time' on Greenway Road and nearby surrounding roads in Heald Green.

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.

Traffic Regulation Order - Greenway Road and Surrounding Roads

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 Greenway Road and nearby surrounding roads in Heald Green.

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 some motorists are parking their vehicles close to junctions and blocking dropped kerbs.
- 2.2. The parked vehicles are hindering the movement of traffic and limiting visibility for other road users.

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 several junctions and roads within the Greenway Road area of Heald Green, as shown on the attached **Drawings:**

- **NM8-4099-1 Rev B**
- **NM8-4099-2 Rev B**
- **NM8-4099-3**

- 3.2 The purpose of these proposals are to improve visibility for all highway users and improve manoeuvrability in and out of the area, which is busy due a number of local amenities.

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 and whilst no adverse comments were received, meetings including joint site visits, have taken place with Network

Management Officers and the Local Ward Councillors to review parking problems and proposals.

Following the consultation, residents raised additional areas of concern. These concerns have been discussed with the Local Ward Councillors, however, to avoid any further delays with the progression of this scheme due to on-going complaints, and to help alleviate some of the ongoing parking issues, the Local Ward Councillors have asked that this scheme progresses without any further delay and that further reviews be carried out on a future date.

- 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 receiving a consultation letter and consultation plans, **Drawing No's. NM8-4099-1, NM8-4099-2, NM8-4099.03**; these consultation documents are attached for reference.

From a total of 1011 no. letters hand posted to affected residents of which, 125 no. (12%) responses have been received: A full breakdown below:

	No	%
Total No Letters Sent	1011	
Total No. of Responses	125	12%
Bolshaw Road Results		
Agree	98	78.5%
Disagree	23	18.5%
No Answered	4	3%
Greenway Road Results		
Agree	94	75%
Disagree	24	19%
No Answered	7	6%
Outwood Road Results		
Agree	92	74%
Disagree	20	16%
No Answered	13	10%
Interested In Access Protection Marking at Reduced Cost		
	No	%
Yes	61	49%
No	60	48%
No Answered	4	3%

I have condensed the comments made by residents responding to the consultation and summarised together with Network Management responses below:

Residents Comments Summarised	Network Management Response
<p>Opposite side of Bolshaw Road should be made no parking / churning up verges / road frequently grid locked on a Friday.</p>	<p>To ensure this scheme is not delayed any further, comments have been noted and the area will be reviewed on a future date.</p> <p>During a visit it was noted a pedestrian crossing was left unprotected on Bolshaw Road. Therefore, the proposals have been amended to reflect an extension of the proposed double yellow lines between Bolshaw Farm Lane and Chelston Drive; Drawing No. NM-4099-01 Rev B refers.</p>
<p>Restrictions pushing traffic to other roads in the area</p>	<p>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 completely but are to improve safety for all road users particularly around the junctions in the area.</p>
<p>Parking problems only on a Friday / double yellow line to extreme should be limited to certain times.</p>	<p>These proposals compliment Rule 243 of the Highway Code which states: DO NOT stop or park within 10 metres of a junction. It is anticipated that these proposals will improve vehicle movement and access around the area. Due to the highway layout/kerb radius at some locations it has been necessary to extend the proposed restrictions to improve manoeuvrability and safety for all road users due to the extensive parking issues. Other residents have reported parking issues at other times e.g. school start and finish times and at certain times of the year when there are religious celebrations, all of which are outside the Friday hours. Officers carrying out site visits have also witnessed parking issues outside of the Friday hours.</p>
<p>Enforcement required / restrictions will be ignored</p>	<p>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 either by email, telephone and online. Upon such requests, a Civil Enforcement Officer will attend the location as soon as operationally possible. These proposals will increase Council</p>

	powers for enforcement.
<p>Inadequate parking at the mosque which should have been considered as part of the planning, not provision for people attending, extra parking required so not parking on surrounding road. Restrictions ignored and council wasting money.</p>	<p>The complaints around inadequate parking for the mosque fall outside of Network Management's remit however, comments will be noted and forwarded to the Council's Planning Department for further investigation.</p> <p>Staff at the Mosque have sourced additional parking via the local hotel and pub and continue to promote this with their attendees.</p>
<p>Driveways are parked across.</p>	<p>Motorists should not park over a vehicular dropped crossing. If residents have their vehicular access obstructed Parking Enforcement can be requested by residents either by telephone, email or online. 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 - currently £196.00. However, as part of this scheme, we are offering a substantial discount on this to reduce the cost to £125.00</p>
<p>Further restrictions are required on Viscount Drive.</p>	<p>Following observations, officers did not note any concerns therefore recommend that further restrictions are not required here at this time. However, as this location is near to Outwood Primary School, a review around school pick-up and drop-off times would be beneficial.</p> <p>To ensure this scheme is not delayed further, these comments have been noted and the local ward councillors have asked that this area be reviewed at a future date.</p>
<p>Residents want to know why Greenway Road junction at its junction with Wilmslow Road haven't been included in these proposals.</p>	<p>The junction of Greenway Road/Wilmslow Road has been progressed (and completed) under a separate scheme relating to the S278 works connected to Outwood Road and the Bloor Homes Development.</p>

Pavement parking causes obstructions.	The police have attended the area when operationally possible and have issued several Fixed Penalty Notices (FPNs) to offending motorists. In the absence of parking restrictions e.g. double yellow lines, the Councils Parking Enforcement are unable to carry out enforcement. Therefore, these proposals will increase our powers for parking enforcement.
Some residents disagree with the full restriction Greta Ave.	The comments have been reviewed and it has been agreed to reduce the double yellow lines to 12 metres around each junction of Greta Ave. This revision will give increased visibility for all road users from the standard 10 metres without restricting parking for residents. Drawing No. NM8-4099-2 Rev B refers.
Residents don't think they should have to pay for access protection markings.	Access Protection Markings have no legal standing; however, they do highlight to other motorists the presence of a driveway and that vehicular access is required. Unfortunately, the Council is unable to fund the whole costs, however in conjunction with this scheme, we have offered a substantial discounted price for individual residents who wish to apply for one.
Residents raised concerns regarding parking issues on Stanley Road and Wilmslow Road near the junction of Griffin Farm Drive.	To ensure this scheme is not delayed further, these comments have been noted and the local ward councillors have requested that this area to be reviewed at a future date.

As part of this scheme Access Protection Markings have been offered to residents with a dropped kerb. 63 no. residents expressed an interest in the offer on an Access Protection Marking at the reduced cost. Officers are currently progressing these works with the contractor.

7. FINANCIAL IMPLICATIONS

7.1. Legal Costs	£2000.00
<u>Lining / Traffic Management Costs</u>	<u>£4550.00</u>
Total	£6550.00

To be funded by the Heald Green 2023/24 Discretionary 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 by email on: diane.knight@stockport.gov.uk

Appendix A

GREENWAY ROAD AREA, HEALD GREEN **TRO SCHEDULE**

Traffic Regulation Order (TRO) schedule

Proposed Traffic Regulation Schedule – Greenway Road and Surrounding Roads in the Area

No Waiting at Any Time

Bolshaw Road, Heald Green

South Side

- From a point 10 metres east of the intersection of the eastern kerb line of Davies Avenue to a point 10 metres west of the intersection of the western kerb line of Davies Avenue
- From a point 72 metres east from the intersection of the eastern kerb line of Bolshaw Farm Lane for a distance of 27.5 metres in an easterly direction
- From a point 10 metres north west of the intersection of the western kerb line of Chelston Drive, to a point 12 metres south east of the intersection of the eastern kerblines of Bolshaw Farm Lane

Bolshaw Road, Heald Green

North Side

- From a point 10 metres north west of the intersection of the western kerb line of Dorac Avenue to point 10 metres south east of the intersection of the eastern kerb line of Dorac Avenue
- From a point 12 metres west of the intersection of the western kerb line of Greta Avenue to point 12 metres east of the intersection of the eastern kerb line of Greta Avenue

Bolshaw Farm Lane

Both Sides

- From the intersection of the southern kerb line of Bolshaw Road for a distance of 12 metres in a southerly direction.

Chelston Drive

Both Sides

- From the intersection of the southern kerb line of Bolshaw Road for a distance of 10 metres in a southerly direction.

Davies Avenue

Both Sides

- From the intersection of the southern kerb line of Bolshaw Road for distance of 10 metres in a southerly direction.

Dorac Avenue

Both Sides

- From the intersection of the northern kerb line of Bolshaw Road for a distance of 10 metres in a northerly direction.

Greta Avenue

Both Sides

- From the intersection of the northern kerb line of Bolshaw Road for a distance of 12 metres in a northerly direction.
- From the intersection of the southern kerb line of Greenway Road for a distance of 12 metres in a southerly direction

Greenway Road

North Side

- From a point 12 metres north west of the intersection of the western kerb line of Greenhythe Road (Western Junction) to a point 12 metres south east of the intersection of the eastern kerb line of Greenhythe Road (Western Junction).
- From a point 12 metres north west of the intersection of the western kerb line of Shirley Avenue to a point 12 metres south east of the intersection of the eastern kerb line of Shirley Avenue.

Greenway Road

South Side

- From the south eastern kerb line of the north western access of the service road fronting properties Nos 9 to 21 for a distance of 5 metres in a south easterly direction.
- From the north western kerb line of the south eastern access of the service road fronting properties No 9 to 21 for a distance of 5 metres in a north westerly direction
- From a point 12 metres north west of the intersection of the western kerb line of Greta Avenue to a point 12 metres south east of the intersection of the eastern kerb line of Greta Avenue.

Greenhythe Road (Eastern Junction)

West Side

- From a point 56 metres north east of the intersection of the northern kerb line of Greenway Road, for a distance of 10 metres in a northerly direction, then in an easterly direction for 10 metres along the southern kerb line of Greenhythe Road.

Greenhythe Road (North Eastern arm Roundabout)

- The whole of the circumference of the central island north east of the eastern arm of Greenhythe Road.

Greenhythe Road

North Side

- From the projected boundary line of property Nos 22 and 20 Greenhythe Road, in an easterly direction for 5 metres then in a north easterly direction for 3 metres.

Greenhythe Road (Western Junction)

Both Sides

- From the intersection of the northern kerb of Greenway Road for distance of 12 metres in a northerly direction.

Greenhythe Road (Western Junction)

East Side

- From a point 56 metres north east of the intersection of the northern kerb line of Greenway Road for a distance of 10 metres in a north easterly direction, then in a south easterly direction along the southern kerb line of Greenhythe Road for 10 metres

Shirley Avenue

Both Sides

- From the intersection of the northern kerb line of Greenway Road for a distance of 12 metres in a northerly direction

Outwood Road

South Side

- From a point 10 metres west of the intersection of the western kerb line of Gloucester Road (West Junction) to a point 10 metres east of the intersection of the eastern kerb line of Gloucester Road.
- From a point 10 metres north west of the intersection of the western kerb line of Wells Close to a point 10 metres south east of the intersection of the eastern kerb line of Wells Close.
- From a point 10 metres north west of the intersection of the western kerb line Newbury Road (North West Junction) to a point 10 metres east of the intersection of the eastern kerb line of Newbury Road (North West Junction).

Outwood Road

North Side

- From a point 10 metres west of the intersection of the western kerb line of Longfield Avenue to a point 10 metres east of the intersection of the eastern kerb line of Longfield Avenue.
- From the intersection of the western kerblines of Wilton Avenue (West Junction) for a distance of 12 metres in a north westerly direction
- From the intersection of the eastern kerblines of Wilton Avenue (East Junction) for a distance of 10 metres in a south easterly direction.
- From a point 10 metres west of the intersection with the western kerb line of Avon Road to a point 10 metres east of the intersection of the eastern kerb line of Avon Road.

Gloucester Road (East Junction)

Both Sides

- From the intersection with the southern kerb line of Outwood Road for distance of 10 metres in south easterly direction

Gloucester Road (West Junction)

Both Sides

- From its intersection with of the southern kerb line of Outwood Road for a distance of 10 metres in a southerly direction

Newbury Road (North West Junction)

Both Sides

- From the intersection of the southern kerb line of Outwood Road for a distance of 10 metres in a southerly direction.

Longfield Avenue

Both Sides

- From the intersection of the northern kerb line of Outwood Road for a distance of 10 metres in a northerly direction.

Wilton Avenue (West Junction)

Both Sides

- From the intersection of the north eastern kerb line of Outwood Road for a distance of 10 metres in a north easterly direction.

Wilton Avenue (East Junction)

Both Sides

- From the intersection of the north eastern kerb line of Outwood Road for a distance of 10 metres in a north easterly direction.

Avon Road

Both Sides

- From the intersection of the northern kerb line of Outwood Road for a distance of 10 metres in a northerly direction