

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Proposed Traffic Regulation Orders ‘No Waiting at Any Time; Resident Permit Holders Only; Limited Waiting 8am – 6pm, 1 hour no return within 1 hour; Resident Permit Holders Only 6pm – 8am on Kingsland Road and Ellesmere Road, Cheadle Heath.

Report to: (a) Cheadle Area Committee
2024

Date: Tuesday, 3 December

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 the Traffic Regulation Order(s) as set out in **Appendix A & Appendix B**.

Recommendation(s):

The Director of Place Management requests that the Cheadle 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 & 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
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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 'No Waiting at Any Time; Resident Permit Holders Only; Limited Waiting 8am – 6pm, 1 hour no return within 1 hour; Resident Permit Holders Only 6pm – 8am on Kingsland Road and Ellesmere Road, Cheadle Heath.

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 the Traffic Regulation Orders (TROs) as set out on the TRO Schedule on **Appendix A & Appendix B.**

2. BACKGROUND

- 2.1. The Council has been phasing out free Residents Parking for several years, these are done when there is a requirement for maintenance to either the road surface, road markings and signs making parking enforcement very challenging.
- 2.2. The existing council policy is to not maintain currently free parking schemes. This is because we are unable to continue to enforce free parking schemes within the available resources to the council. For free schemes, we rely solely on the signage having a discouraging effect on drivers rather than regular enforcement from our civil enforcement officers.
- 2.3. At present, there is a 'free' Resident Permit Parking Scheme in place on both Kingsland Road and Ellesmere Road however, due to the condition of the lining and signage, parking enforcement cannot be carried out. This is having a detrimental impact on the residents of both roads as they are often faced with nowhere to park due to the spaces having been taken up by staff, customers, patients, clients of the nearby business premises.
- 2.4. Parking enforcement requests together with maintenance requests from residents has prompted the 'free to payable' process.
- 2.5. Both Kingsland Road and Ellesmere Road are both relatively small residential roads within Cheadle Heath, consisting of primarily semi-detached properties with the majority of the residents depending on on-street parking.
- 2.6. A consultation was carried out with residents in July 2023 to ascertain as to whether there was any appetite for the scheme be moved to that of a 'payable' scheme. Whilst the majority of residents supported the move to a 'payable' scheme, at the same time the residents requested that the permit parking area be extended as there is insufficient parking in its current layout for residents.
- 2.7. In considering the extension request, the needs of the x15 nearby businesses have also been taken into consideration.

- 2.8. With the extension to the permit parking area being supported by the local ward councillors, the plans were revised, and a further consultation exercise was carried out in May 2024 with both the residents and x15 nearby businesses.
- 2.9. Kingsland Road: considering the available kerb space and number of properties requiring parking, each household will be eligible to apply for 2 No. Resident Parking Permits and 1 No. Visitor Parking Permit. These same permits will entitle the respective vehicle to be parked within the resident permit bays on Kingsland Road providing, a valid parking permit is clearly displayed in the vehicle.
- 2.10. Ellesmere Road: considering the available kerb space and number of properties requiring parking, each household will be eligible to apply for 2 No. Resident Parking Permits and 1 No. Visitor Parking Permit. These same permits will entitle the respective vehicle to be parked within the resident permit bays on Ellesmere Road providing, a valid parking permit is clearly displayed in the vehicle.
- 2.11. Permit Costs:
- The current cost for a Resident Permit is £47.50 each.
 - The current cost for a Visitor Permit is £47.50 each.
 - If a resident holds a Blue Badge, they will be able to apply for 1 free resident permit per household. A copy of the respective Blue Badge will need to be provided at the point of application.
 - If a resident holds a Band A Leisure Key, the cost for a Visitor Permit is £23.75.
 - It should be noted that costs are reviewed annually.
- 2.12. Whilst investigating this scheme it has been noted that there is a discrepancy with what is shown on our mapping system to what is marked on site. Currently, our mapping system reflects there is an existing No Waiting at Any Time TRO on Kingsland Road which runs along the entrance/exit to the passageway at the cul-de-sac end, however, there are no lines marked on site. It has been further noted that on the existing sealed order, the description of the TRO is incorrect as it states Kingston Road as opposed to Kingsland Road. This anomaly will automatically be rectified as part of this scheme. It should be noted, rectifying this anomaly will not incur any additional costs.

3. PROPOSALS

3.1. Kingsland Road:

To accommodate both residents and businesses alike, it is proposed to introduce a series of Traffic Regulation Orders (TROs), as shown on the enclosed plan **Drawing No. NM27-Kingsland Road-1 Rev E**.

- No Waiting at Any Time (double yellow lines) at the cul-de-sac end of the road. This is to keep the area free from parked vehicles to provide space for motorists to be able to turn around safely, for the residents with a driveway to be able to

exit their property without obstruction and to also provide a safer exit from the passageway for its users.

- Resident Permit Holders Only.
The bays have been extended following requests from the residents.
- Limited Waiting 8am – 6pm, 1 hour no return within 1 hour.
These bays are to accommodate customers to the nearby businesses and will provide a total of 4 spaces for motorists to park on a short term basis between the hours of 8am to 6pm.
- Resident Permit Holders Only 6pm – 8pm.
These bays are to accommodate the residents with parking outside of usual business hours.

3.2. **Ellesmere Road:**

To accommodate both residents and businesses alike, it is proposed to introduce a series of Traffic Regulation Orders (TROs), as shown on the enclosed plan **Drawing No. NM27-Ellesmere Road-1 Rev E**.

- No Waiting at Any Time (double yellow lines) at the cul-de-sac end of the road.
This is to keep the area free from parked vehicles to provide space for motorists to be able to turn around safely, for the residents with a driveway to be able to exit their property without obstruction and to also provide a safer exit from the passageway for its users.
- Resident Permit Holders Only.
The bays have been extended following requests from the residents.
- Limited Waiting 8am – 6pm, 1 hour no return within 1 hour.
These bays are to accommodate customers to the nearby businesses and will provide a total of 4 spaces for motorists to park on a short term basis between the hours of 8am to 6pm.
- Resident Permit Holders Only 6pm – 8pm.
These bays are to accommodate the residents with parking outside of usual business hours.

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. Consideration was given to making the whole of Kingsland Road and Ellesmere Road resident permit holder parking only. However, to support the nearby businesses it was felt some short-term parking availability was needed.

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 no adverse comments were received.
- 6.3. Affected residents/businesses have been consulted; consultation letters together with accompanying drawings were hand posted to residents of Kingsland Road, Ellesmere Road and x15 businesses situated on nearby Stockport Road. Copies of the respective consultation letter and drawings accompany this report.

From a total of 47 No. letters hand delivered to affected properties, a total of 19 No. responses (40%) have been received; of the responses received, 15 No. responses (79%) support the proposals and 4 No. responses (21%) do not support the proposals.

All residents providing a response support these proposals whereas, the 4 No. businesses providing a response, do not support these proposals.

Below is a table detailing comments received together with Traffic Services response:

Comment(s)	Traffic Services Response
These proposals will disadvantage local businesses. There is already a lack of suitable parking for both employees and customers/patients. Both on Kingsland Road and Ellesmere Road provide essential parking access for local businesses.	Off-road parking is available at the rear of each business. It is anticipated that the limited stay parking bays will make parking more accessible to disabled motorists as well as providing more opportunity for other customers, patients and clients to park for short spaces of time.
I am a local business owner and I need to be able to park my car and my clients need to be able to park their cars. It will be a complete nightmare if this happens.	Off road parking is available at the back of the business. The area benefits from good public transport links which if staff/clients chose to use, would reduce parking demand on Kingsland Road & Ellesmere Road and in the area as a whole.
We have 20 staff members who do not live locally and either drive or use public transport to work, we only have 3 parking spaces to rear of property. The staff that drive, depend on the surrounding streets, including the non-permit holders' part of the roads to park. Staff have had their cars vandalised (tyres slashed, cars scratched, eggs thrown at them when parked on Dorrington Road and also, been subjected to abuse from Dorrington	Off road parking is available at the back of this business providing 3 parking spaces. Additionally, off road parking is available at the rear of the other x14 businesses. The area benefits from good public transport links which, if staff chose to use, would reduce parking demand on Kingsland Road & Ellesmere Road and in the area as a whole. Currently, residents are struggling to park due to staff, patients, clients, and customers of the nearby

<p>Road residents, all of which has been reported to the Police. Totally understand why residents want to pay for permit parking but think it is unfair that the part of the road which is not outside resident's properties are now going to have restrictions. Most of the unrestricted spaces are taken up by staff from the local businesses. We believe we should be entitled to pay for x2 permits ourselves.</p>	<p>businesses. It is anticipated that these proposals will make parking more accessible to disabled motorists as well as providing more opportunity for other customers, patients, and clients to park for short spaces of time when visiting the nearby businesses. The residents are already encountering difficulties parking due to parked vehicles related to the nearby businesses. If the x15 nearby businesses were issued with permits, this would result in the residents being unable to park and would defeat the object of these proposals.</p>
<p>Totally in favour of resident permit parking only. Kingsland Road has become a nightmare regarding parking and cars and vans turning round.</p>	<p>It is anticipated that these proposals will alleviate the current problems encountered by residents.</p>
<p>I would like to see the No Waiting at Any Time restrictions extended to cover residents' driveways as people park over them.</p>	<p>Access Protection Markings will be installed to highlight vehicular access is required. As is the case now, if any of the residents with a driveway encounter a problem with vehicles being parked across their entrance/exit, they may request parking enforcement.</p>
<p>Fully welcome these proposals. They are much needed.</p>	<p>N/A</p>
<p>Would suggest a bollard or barrier be added to the alleyway at the cul-de-sac end of the road to reduce the number of bikes/dirt bikes that speed through it.</p>	<p>The installation of a bollard or barrier is not within the remit of this scheme. Additionally, the installation of a barrier has been previously requested by the local ward councillors. However, in accordance with the Councils Accessibility Policy this is not possible.</p>
<p>Agree with these proposals but would want to see regular parking checks being carried out.</p>	<p>Civil Enforcement Officers are guaranteed to provide 1 visit per week to all locations which are resident permit holders only. In addition to this, Civil Enforcement Officers are out on patrol daily throughout the borough, therefore, should a resident observe any vehicle parked in contravention of the restrictions they may request parking enforcement. Upon such requests, a Civil Enforcement Officer will attend the location as soon as operationally possible.</p>
<p>Really appreciate the amendments to these proposals, particularly the residents only after 6pm. We believe this should be sufficient for the needs of the local businesses, especially as</p>	<p>N/A</p>

<p>Kingsland Road/Ellesmere Road are residential streets. We feel that these proposals give the priority of parking back to the residents. We can imagine some of the local businesses will disagree with these proposals however, they are all on Stockport Road and all have access to parking at the rear of their buildings.</p>	
<p>Agree with the resident permit scheme but not the layout. The current bays end at the Access Protection Markings however, the new layout seems to cover these markings</p>	<p>Whilst the proposed layout for the extended resident parking bays does indeed cover the Access Protection Markings, the APMs will remain in place as will the dropped kerbs. Whilst the respective resident will be able to 'block' (park in front of) their own driveway entrance, providing they display a valid parking permit, should any other motorist do so, parking enforcement may be requested as is the case now. If these sections were to be left out of the resident permit scheme area, there is a higher likelihood of motorists parking here together with other residents who may not wish to purchase a resident parking permit. We will inform residents when they are advised how to purchase their permits with regards to not blocking dropped kerbs.</p>
<p>It would be ideal for permit holders to be able to park in the proposed 1 hour bays as a number of residents, have 2 cars. Also, it is not realistic for residents to move their own cars on a street that they pay permits for.</p>	<p>The Council need to consider the needs of the nearby businesses. If the whole road was to be resident only parking, at all times, this would impact customers, clients & patients attending the nearby businesses. As per the Residents Parking Scheme Policy (point 3.1 refers), parking schemes will not guarantee that there will always be a space to park or that residents will be able to park outside their own house or on their own street.</p>
<p>It would be prudent for the road and drains to be upgraded before any new works. The previous sink hole is reappearing, and the drains are blocked</p>	<p>Network Management arranged for the carriageway be inspected by a Highways Officer from the Maintenance Dept; an officer attended site on 24th October 2024 and has stated no actionable defects were found. Network Management arranged for the carriageway to be inspected by the lining contractor, to specifically look at its suitability for lining. The inspection took place on 6th November 2024 where at which time the lining contractors'</p>

	<p>representative have confirmed that both Kingsland Road and Ellesmere Road are suitable for lining. To enable the required works associated with this scheme (removal of existing markings and install the new markings), they have advised that both roads will need to be closed to vehicles for the duration of the works.</p>
<p>I think the proposals are a good idea provided that 1) The permit area is resident only at all times, even 8am - 6pm (except the 1hr wait bays which is a good idea. 2) There is an appeals process for any guest of a resident to appeal against any fine.</p>	<p>The majority of the road will be permit holders only at all times, with exception for the limited waiting bays (1 hour no return within 1 hour) which will revert to residents only between the hours of 6pm & 8am. Any motorist who receives a Penalty Charge Notice (PCN) for being parked in contravention can make an appeal - this is part of the formal process upon receiving a PCN. It should be noted that all guests to residents will need to display a valid permit should they wish to park within the resident permit parking bays. If a space or permit is not available, they will need to seek alternative parking.</p>
<p>New signage is required within the scheme. Will repairs to the road surface be undertaken. The degeneration outside no. 16 Ellesmere Road is substantial and is a direct result of non-residents using the road to turn around. The biggest risk is non-residents abandoning vehicles at the entrance to Ellesmere Road; will yellow boxes be more effective than double yellow lines?</p>	<p>Replacement of the existing faded signage will be undertaken as part of this scheme. In addition, new signage will be installed where necessary. All vehicles impact on the carriageway surface resulting in deterioration over time, regardless as to whether they are a resident or not. There is a strict criterion for the location in which yellow boxes are installed - Kingsland Road does not meet the criteria. Whilst Civil Enforcement Officers patrol the borough daily and will issue a Penalty Charge Notice to all vehicles they observe parked in contravention, members of the public may also request parking enforcement as and when they observe vehicles parked in contravention. Upon such requests, a Civil Enforcement Officer will attend the requested location as soon as operationally possible.</p>

7. FINANCIAL IMPLICATIONS

7.1. The total estimated cost of this scheme (legal costs, lining and signage works) is £2,500, to be funded from the Cheadle East & Cheadle Hulme North Delegated Ward Budget.

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 Cheadle 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 & 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.

Anyone wishing further information please contact Nicola Ryan by email on nicola.ryan@stockport.gov.uk

APPENDIX A

Traffic Regulation Order (TRO) Schedule

Revocation

The Metropolitan Borough Council of Stockport (Various Roads in the vicinity of Aurora Industrial Park) (Prohibition of Waiting) (Revocation) Order 2021

No Waiting at Any Time

Kingsland Road, Cheadle Heath Stockport: North Western Side (Cul-de-sac end)

- From a point 2 metres north east of the south western kerbline of Kingston Road for a distance of 2 metres in a north easterly direction.

Revoke Existing Residents Permit Holders Only Parking – 24 hours

Kingsland Road, Cheadle Heath Stockport: Both Sides

- From a point 40 metres north west from its intersection with the north western kerbline of Stockport Road in a north westerly direction for a distance of 30 metres.

Ellesmere Road, Cheadle Heath Stockport: Both Sides

- From a point 40 metres north west from its intersection with the north western kerbline of Stockport Road in a north westerly direction for a distance of 30 metres.

Ellesmere Road, Cheadle Heath Stockport Both Sides

- From a point 75 metres north west from its intersection with the north western kerbline of Stockport Road in a north westerly direction for a distance of 15 metres.

Proposed

Limited Waiting 1 Hour No Return within 1 Hour 8am – 6pm / Resident Permit Holders Only 6pm – 8am

Kingsland Road, Cheadle Heath, Stockport: Both Sides

From a point 9.5 metres northwest of the intersection of the north western kerbline of Stockport Road for a distance of 12.5 metres in a north westerly direction.

Resident Permit Holders Only

Kingsland Road, Cheadle Heath, Stockport: Both Sides

From a point 22 metres northwest of the intersection of the north western kerbline of Stockport Road for a distance of 45.5 metres in a north westerly direction.

No Waiting at Any Time

Kingsland Road, Cheadle Heath, Stockport: North Western Side (Cul-de-sac end)

From a point 67.5 metres north west of the intersection of the north western kerbline of Stockport Road for a distance of 5 metres in a north westerly direction, then in a north easterly direction for 6.5 metres, then in a south easterly direction for 5 metres.

Properties Eligible to apply for a Permit:

Each household on Kingsland Road will be eligible to apply for 2 No. Resident Permits and 1 No. Visitor Permit as follows: -

Kingsland Road – Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, No. 13 Flat 1 and No. 13 Flat 2.
Stockport Road – Nos. 238a and 238b.

APPENDIX B

Traffic Regulation Order (TRO) Schedule

Proposed

Limited Waiting 1 Hour No Return within 1 Hour 8am – 6pm / Resident Permit Holders Only 6pm – 8am

Ellesmere Road, Cheadle Heath, Stockport: South West Side

From a point 9 metres northwest of the intersection of the north western kerbline of Stockport Road for a distance of 12 metres in a north westerly direction.

Ellesmere Road, Cheadle Heath, Stockport: North East Side

From a point 8.5 metres northwest of the intersection of the north western kerbline of Stockport Road for a distance of 12.5 metres in a north westerly direction.

Resident Permit Holders Only

Ellesmere Road, Cheadle Heath, Stockport: Both Sides

From a point 21 metres northwest of the intersection of the north western kerbline of Stockport Road for a distance of 68.5 metres in a north westerly direction.

No Waiting at Any Time

Ellesmere Road, Cheadle Heath, Stockport: North Western Side (Cul-de-sac end)

From a point 89.5 metres north west of the intersection of the north western kerbline of Stockport Road for a distance of 5 metres in a north westerly direction, then in a north easterly direction for 6.5 metres, then in a south easterly direction for 5 metres.

Properties Eligible to apply for a Permit:

Each household on Ellesmere Road will be eligible to apply for 2 No. Resident Permits and 1 No. Visitor Permit as follows: -

Ellesmere Road – Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17.