

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Integrated Transport Block A6 to Bramhall Park Traffic Regulation Order and 20mph Variable Speed Limit – Objection Report**

**Report to: (a)** Stepping Hill Area Committee  
2025

**Date:** Tuesday, 28 January

**Report of:** (b) Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

**Key Decision: (c)** **NO / ~~YES~~** *(Please circle)*

Forward Plan  General Exception  Special Urgency  *(Tick box)*

**Summary:** To report the objection made in relation to the proposed Traffic Regulation Order (TRO) for Waiting/Loading Restrictions for the A5143 – A6 to Bramhall Park Scheme.

**Recommendation(s):** The Stepping Hill Area Committee is asked to recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic Regulation Order (TRO) (Waiting/Loading Restrictions) and a variable 20mph Speed Limit Order (SLO) be made as originally advertised.

**Relevant Scrutiny Committee** (if decision called in): **(d)**  
Communities & Transport Scrutiny Committee

**Background Papers** (if report for publication): **(e)**

[Stepping Hill Area Committee Report July 2024 - A5134 TRO and SLO](#)

Contact person for accessing  
background papers and discussing the report

**Officer:** Zoe Allan  
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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.

**Integrated Transport Block A6 to Bramhall Park Traffic Regulation Order and 20mph Variable Speed Limit – Objection Report**

Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report is to advise committee members of an objection and comments received relating to the proposed introduction of Waiting/Loading Restrictions on the A5143 and residential side streets, and a variable 20mph Speed Limit on the A5143, as part of the A6 to Bramhall Park ITB Scheme.
- 1.2 A Committee Report, detailing proposals for a cycleway and associated Traffic Regulation Orders (TROs), between the A6 and Bramhall Park, was recommended for approval by the Stepping Hill Area Committee and Bramhall and Cheadle Hulme South Area Committee in January 2020.
- 1.3 The cycleway scheme has since been implemented and some road safety issues have been identified which now need to be addressed through the implementation of further TROs.
- 1.4 Following post-implementation monitoring of the scheme, it has been noted that vehicles are routinely being parked on the cycleway, creating an obstruction and road safety issue for cyclists and other road users. Furthermore, on-street parking at the side road junctions has the potential to obstruct movement and hinder visibility for cyclists and other road users at designated crossing points along the side roads. Vehicles have also been observed parking on the Macclesfield Road footway.
- 1.5 A number of parking restrictions are being proposed in order to prevent parking on the footway and / or cycleway and to keep junctions clear of parked vehicles in order to protect intervisibility between drivers, cyclists and pedestrians, and improve road safety.
- 1.6 The Section 106 Agreement associated with the planning permission granted for the extension to the Hazel Grove High School 6th Form (Planning Application re: D/C 083274) included a provision for implementation of parking restrictions on Jacksons Lane.
- 1.7 The Transport Assessment which supported the planning application for an Alternative Provision School on the western parcel of the existing Hazel Grove High School site noted that some on-street parking takes place on Jacksons Lane in the vicinity of the school at school start / finish times, which affects highway safety. It was noted that any overspill parking that results from the scheme could increase this. In addition, the issue of on-street parking affecting visibility at the site accesses was raised in the Stage 1 Road Safety Audit that was produced for the scheme. As such, the planning approval was subject to a Section 106 Agreement which included provision for additional parking restrictions to support the development. These restrictions have been included within the proposed scheme. Provisional information indicates that construction for the school will begin in Autumn 2024 with a target opening date of summer/autumn 2025.

- 1.8 Officers have also been made aware of concern regarding the speed of vehicles along Jacksons Lane in proximity to Hazel Grove High School at school start and finish times. Jacksons Lane (A5143) is a strategic distributor road which is not considered suitable for a full-time 20mph limit. DfT Guidance does however set out powers for local authorities to introduce 20mph speed limits that apply only at certain times of day if they are supported by variable message signs.
- 1.9 Following approval by Area Committee the Traffic Regulation Order (TRO) at the meeting on 30<sup>th</sup> July 2024 required to introduce the Waiting/Loading Restrictions and the Speed Limit Order (SLO) were legally advertised between 30/10/24 and 26/11/2024. The requested extension to the existing No Waiting At Any Time restrictions on Bridge Road at the junction with Hillcrest Road was omitted in error from the legal advertising and will be advertised separately.
- 1.10 This report seeks to ensure that the objection to Traffic Regulation Order (TRO) seeking to introduce Waiting/Loading Restrictions is appropriately and efficiency considered.

## **2. INFORMATION AND ADVICE**

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

## **3. OBJECTIONS AND COMMENTS**

- 3.1. The Scheme which includes Waiting/Loading Restrictions and a variable 20mph Speed Limit was legally advertised between 30<sup>th</sup> October 2024 and 26<sup>th</sup> November 2024 with one objection received along with an email containing comments. The objections related to the Waiting/Loading Restrictions rather than the variable 20mph Speed limit proposal.
- 3.2. The specific objections and points contained within each email have been analysed and detailed below together with the response.

### **(i) Objection reason:**

The one respondent who objected to the TROs did not consider the proposals to be practical due to the number of trades people who park on the roads. The respondent advised that they themselves are a cyclist and motorist and they considered that the proposals would lead to an increase in vehicles parking on the cycle lane.

The respondent also requested that the left turn lane at the Fiveways junction be reinstated in order to improve the flow of traffic.

### **Response**

The waiting and loading restrictions will apply to the back of footway so should prevent the parking by all vehicles where the restrictions are proposed alongside the shared use cycle route. Trades people will either be able to park

off street, and the majority of residents have off road parking or if the works require, they could apply for an exemption to park whilst works take place.

Whilst the comment regarding the removal of the left lane filter at the Fiveways junction is noted, this does not relate to the legal advertising of the TROs and is not therefore subject to this report. A right-turn filter arrow has however been provided on Dean Lane at the junction with Macclesfield Road and the operation of this junction will be monitored separately.

**(ii) Comment reason:**

One resident, who advised that they did not object to the proposals, did raise concern about the impact of the proposals on local residents. The respondent considered that the proposed restrictions would move parking demand associated with Stockport Rugby Club elsewhere, including residential streets such as Laneside Drive which the respondent advised is already utilised by visitors on match and event days. The respondent requested that consideration be given to issuing a licence to hold events at Stockport Rugby Club. The respondent considered that the volume of traffic and parking behaviours at the 2024 Bonfire Night posed a serious safety risk to the safety of pedestrians and other road users. They requested that surrounding roads be closed to non-residential traffic if large events are to take place and adequate parking is not provided by the club for visitors. The respondent advised that the cones in place on Bonfire Night were disregarded and cars were double parked / parked across driveways causing obstructions for residents and pedestrians. The respondent requested that roads be closed, or the restricted areas need to be supervised when these events are happening.

**Response**

The comments made are noted and it is acknowledged that the proposals would likely lead to some displacement of car parking from the A5143 to nearby residential roads. The A5143 is a strategic distributor road and it is considered more appropriate for vehicles to be parking on residential streets than on this A road. Parking has been observed which has blocked the cycleway and the introduction of parking restrictions has therefore been proposed in order to prevent parking on the cycleway, keep junctions clear of parked vehicles in order to protect intervisibility between drivers, cyclists and pedestrians, and improve road safety.

Motor vehicles parked on the public highway should be lawfully parked and not left in a position to cause an obstruction. The impact of the proposed measures would be monitored and the concerns raised will also be passed onto the Rugby Club and other relevant council departments.

**4. PROPOSED AMENDMENT TO THE ORDER**

- 4.1 It is proposed that no amendments be made to the proposals and that the proposed Traffic Regulation Order (TRO) and 20mph Speed Limit Order (SLO) be made as advertised.
- 4.2 It should however be noted that in line with the comments from the previous Area Committee concerning this matter, a separate TRO is proposed to promote an

extension of the Double Yellow Lines on the northern side of the A5143 to the east of Hillcrest Road.

## **5. FINANCIAL IMPLICATIONS**

5.1. There are no financial implications arising from the recommendations in this report.

## **6. LEGAL IMPLICATIONS**

6.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

## **7. REASONS FOR RECOMMENDATIONS**

7.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.

7.2. The Committee should make a recommendation in respect of the objection/s received so that the scheme can be progressed and the Traffic Regulation Order to introduce waiting/loading restrictions and the variable 20mph Speed Limit Order introduced or abandoned.

## **8. ALTERNATIVES CONSIDERED**

8.1. The alternatives to the proposals laid out in this report is to continue with the current lack of restrictions and 30mph Speed Limit on the highway by not introducing the proposed traffic regulation order and speed limit order.

## **9. RECOMMENDATIONS**

9.1. It is recommended that:

9.2. the Area Committee and Cabinet Member for Highways, Parks & Transport Services note all Traffic Regulation Orders and 20mph Speed Limit Order where objections have been received and considered by officers.

9.3. the Area Committee recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic Regulation Order and 20mph variable Speed Limit Order be made as originally advertised.

9.4. That the objectors are informed of the decision.

### Background Papers

Integrated Transport Block – A6 to Bramhall Park report submitted to Stepping Hill Area Committee on 30<sup>th</sup> July 2024 (Item 9). This report can be accessed here:

<https://democracy.stockport.gov.uk/ieListDocuments.aspx?CId=136&MId=29505&Ver=4>

Anyone wishing further information please contact Zoe Allan by email on [zoe.allan@stockport.gov.uk](mailto:zoe.allan@stockport.gov.uk)