

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Proposed Traffic Regulation Order - 'No Waiting Monday – Friday 8.00am – 9.30am & 2.00pm – 3.30pm' (Single Yellow Line) on The Fairway and Dovedale Road, Offerton

Report to: (a) Stepping Hill Area Committee
2025

Date: Tuesday, 11 March

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 Mon – Fri 8.00am – 9.30am & 2.00pm – 3.30pm (Single Yellow Line).

Recommendation(s):

The Director of Place Management & Regeneration requests that the Stepping Hill Area Committee 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: Graham O'Connor
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'Urgent Business': (f) **YES / NO** (please circle)

Proposed Traffic Regulation Order - 'No Waiting Monday – Friday 8.00am – 9.30am & 2.00pm – 3.30pm' (Single Yellow Line) on The Fairway and Dovedale Road, Offerton

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 for the introduction of a Traffic Regulation Order (TRO), 'No Waiting Monday – Friday 8.00am – 9.30am & 2.00pm – 3.30pm (Single Yellow Line).

2. BACKGROUND

- 2.1. Due to the opening of the new Lisburne schools, both Lisburne and Castle Hill have changed their start/finish times to accommodate the increase of traffic from Mini-buses and taxis into the site. Therefore, the operational times of the existing No Waiting (Single Yellow Line) Traffic Regulation Order need to be revised from Monday – Friday 8.15am – 9.00am and 2.45pm – 3.45pm to Monday – Friday 08:00am – 09:30am and 2:00pm – 3.30pm.
- 2.2. Part of the existing No Waiting Traffic Regulation Order (Single Yellow Line) is in operation 'Term Time Only' whilst another part of it is in operation all year round (as reflected on drawing no. NM8-5271-02) however, the proposed new restrictions will be in operation throughout the whole year. Term time only restrictions are no longer used in Stockport, this is because schools can now choose their own holiday period and are therefore, no longer at the same time. This means the restriction cannot be enforced as it cannot be determined if motorists are aware that a particular school is in term or not. Therefore, if a Penalty Charge Notice was to be issued, it could not be defended by the Council at a Traffic Penalty Tribunal.
- 2.3. In 2020 when the Road Safety around Schools scheme was introduced, there was an administrative error in that residents were not consulted regarding the term time only restriction to be changed to all year round. Whilst signage was changed on site to reflect this, there is currently no supporting legal order in place for one section of the restriction therefore, this will be resolved as part of this scheme.

3. PROPOSALS

- 3.1. Due to the nature of the concerns raised, Traffic Services propose to introduce a Traffic Regulation Order (TRO) – No Waiting Monday – Friday 08:00am – 09:30am and 2:00pm – 3.30pm (single yellow lines). These proposals are shown on **Drawing No. NM8-5271-02.**

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. Describe alternatives or state no other alternatives were considered.

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 they have no objections to these proposals.

6.3. Affected residents have been consulted with. From a total of 52 no. letters delivered, 12 no. responses (23%) have been received. Of the responses received, 6 no. responses (50%) are in support of the proposals and 6 no. response (50%) do not support the proposals.

Comments made by those in support of the proposals:

Comments	Traffic Services Response
All well and good but no deterrent. Parents and visitors do not abide by current instructions so why will they abide by new times ?	N/A
Is it possible to change the timing for the crossing on Marple Road when the light is at red - it allows the traffic to move quicker out of The Fairway when turning right.	Changes to the controlled crossing on Marple Road is not within the scope of this scheme. Transport for Greater Manchester (TfGM) are responsible for the timings on traffic signals therefore, any concerns should be reported directly to them in the first instance.
Traffic Officers need to be present more regularly to police these measures as currently they are hardly seen and people seem to ignore notices and park wherever they want, causing obstructions. As more vehicles need to exit through the old school there was an exit road on the plans. This seems to have been left out too, why were we not consulted about this change? There is an accident waiting to happen unless changes are made as it is chaos at the moment. Lets hope it doesn't take that to force change.	Civil Enforcement Officers patrol the whole of the Borough on a daily basis and in doing so, will issue a Penalty Charge Notice to all vehicles they observe parked in contravention. If a member of the public observes a vehicle parked in contravention and wishes to request parking enforcement, they may do so either by telephone, email or online. Upon receipt of any such requests, a CEO will attend as soon as operationally possible. Network Management were are not involved within the planning process and are therefore, unable to comment on the exit road.
We agree.	N/A
Living around here has been hell since the building of Castle Hill and Lisburne School.	Civil Enforcement Officer's patrol the whole of the Borough on a daily basis

<p>Parking, including accessing and facilitating my home and estate is a battle constantly. The existing restrictions do not work, and I don't feel these will either but something has to be done. I hope these new restrictions will come with some very good eye level signage as the parkers are stupid. We need constant traffic wardens daily so put your hand in our pockets and arrange that. It would be an even better idea if they enforce rather than warden. Impacting their finances would only deter them not a pretty yellow line which has been here for 20+ years getting parked over blocking access. Several times, I have had to drive over a neighbour's driveway just to get out for work, as said vehicle is blocking the access road. I am for the proposed TRO, but only if it is placed on both garage areas.</p>	<p>and in doing so, will issue a Penalty Charge Notice to all vehicles they observe parked in contravention. If a member of the public observes vehicles parked in contravention and wishes to request parking enforcement, they may do so either by telephone, email or online. Upon receipt of any such requests, a Civil Enforcement Officer will attend as soon as operationally possible. All signage introduced will as required, be in accordance with the Traffic Signs Regulations and General Directions 2016. The proposed extent of the Single Yellow Line is as per the plan shared with residents. There are no proposals to extend this further.</p>
<p>Timescale should be wider ie 0730-0930 and 1400 - 1600. There are cars constantly parked over my driveway after these times due to school activity. Also consider lowering the kerbs for affected residents as it is sometimes difficult to manoeuvre into our drives with traffic. Please do something about the school coaches that regularly park across my drive.</p>	<p>Extending the operational times would cause a greater impact to residents. The proposed times (Monday -Friday 9am-9.30am and 2pm-3.30pm) should be adequate to accommodate the flow of traffic to and from the school(s). If residents encounter problems with motorists parking over their driveways, they may request parking enforcement. Additionally, if they do not already have an Access Protection Marking, they may wish to consider applying for one (charges are applicable) via the application procedure set out on the council website. Funding dropped kerbs for residents is not within the scope of this scheme. It is unlawful to drive a motor vehicle over the kerb and across the footway (commonly known as the pavement) in order to gain access to premises where there is no drop crossing to allow this. This is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code. Residents should only be accessing off road parking providing they have the associated dropped kerbs in place. If a resident wishes to apply for a vehicular dropped crossing point, they need to follow the application procedure set out on the council website.</p>

Comments made by those who oppose the proposals:

<p>Is this actually a consultation or has the decision already been made? The reasoning for keeping the restriction outside of term times is a very weak one when term times are easily accessed via the internet. Putting in the restriction outside of term times is inconvenient and restricts visiting by family who need to drop off pre-school children and parking across the other side of the road increases the risk of road accidents - always assuming that spaces opposite our house are available.</p>	<p>No final decision has been made. We have however, been requested to review the timings of the existing Traffic Regulation Order due to the new school in order to accommodate the increase in traffic to and from the school(s). Term time only Traffic Regulation Orders are no longer used in Stockport, this is because schools can now choose their own holiday period and are therefore, no longer at the same time. This means the restriction cannot be enforced as it cannot be determined if motorists are aware that a particular school is in term or not. Therefore, if a Penalty Charge Notice was to be issued, it could not be defended by the Council at a Traffic Penalty Tribunal.</p>
<p>I totally understand and agree with the TRO during term time however I do not believe it should extend into the holiday periods. Currently pupils attend school 190 days / 38 weeks of the year. You are proposing to add another 70 days / 14 weeks of restriction when it is not necessary and restricts residents and their visitors during times of no traffic. I think it should remain as it is and school term time calendars could be posted to residents by schools each year so there is no confusion.</p>	<p>Term time only Traffic Regulation Orders are no longer used in Stockport as they make enforcement extremely problematic. Motorists who park on The Fairway or Dovedale Road may not necessarily be residents. Term time only Traffic Regulation Orders are no longer used in Stockport, this is because schools can now choose their own holiday period and are therefore, no longer at the same time. This means the restriction cannot be enforced as it cannot be determined if motorists are aware that a particular school is in term or not. Therefore, if a Penalty Charge Notice was to be issued, it could not be defended by the Council at a Traffic Penalty Tribunal.</p>
<p>Firstly, I think any proposed Traffic Regulations should have been proposed when the planning application for the schools were submitted. Secondly many homes have 2 or more cars which make for difficult parking at the best of times, we do not need parking wardens patrolling the area outside of school term times. A term time calendar would be helpful for residents. Please do not penalise the residents for inconsiderate drivers delivering children to school.</p>	<p>The restrictions will apply to all motorists whether they are a resident or not. Motorists who park on The Fairway or Dovedale Road may not necessarily be residents.</p>

<p>Joke - we should be able to park on our own fronts when we want and need to. All this no parking allows the school traffic to speed down the road. Should either be left at term time or got rid of altogether. This no waiting at any time is ridiculous. Been a joke since this new school opened. As far As I am concerned get rid of parking restrictions allowing me to park on the front, stopping speeding cars. It's stupid not allowing us to park everyday between those times.</p>	<p>The Council as the Local Highway Authority has responsibility to manage the highway and ensure the safe passage of all road users. There is no legal right to park on a road, verge, or footway. However, this is generally accepted by the Highway Authority and the Police where there are no restrictions in place and does not conflict with Highway Code Rule 243.</p>
<p>Single or double yellow lines do not work. Parents Park on them, especially the double ones all the time. One route in and one route out would be much better for traffic flow with the tennis courts made into a parking or waiting area as these are derelict. This would stop minibuses and large taxis trying to get out of the school whilst cars and other minibuses are trying to get in, especially when people are parked on the roads. It would also give a place for parents to park as I cannot see any other areas for parent/visitor parking at the schools on the map. If the above point is not feasible, just minibuses and taxis should be made to go out the other way via the Curzon Road end, which at the moment they do not. This allows three exit routes to get onto Marple Road - Curzon Road, Montague Road and Woodbank Drive. If there was a sign on the exit from the schools at the Fairway end saying minibuses and Taxis no entry through this gate this may work. I am not sure if they can be fined for this but they could lose their contract with the school. Marshalls from the schools are sometimes present but it is intermittent, they should direct minibuses and taxis to do this. At the moment they just let them through. We understood this was what was going to be the route for taxis and minibuses. This may also aid the flow of traffic at busy times i.e. minibuses trying to get into the school, whilst others are coming out because of staggered school start/finish times. We paid for our pavement to be extended and dropped but it does not seem to matter to some of the people waiting, especially coach drivers picking up children for swimming. They should be made to go in the school grounds. I know they can get in there as I have seen one in the school. I do not think they want the hassle of waiting to get the gates opened. Can a delivery driver drop</p>	<p>Creating dedicated parking areas is not within the scope of this scheme. If residents encounter problems with motorists parking over their driveways, they may request parking enforcement. Additionally, if they do not already have an Access Protection Marking (APM), they may wish to consider applying for one (charges are applicable) via the application procedure set out on the council website. Whilst the APM has no legal standing it will highlight to motorists the presence of a driveway and that access is required. Loading/Unloading is permitted on single and double yellow lines therefore, these proposals will not prevent deliveries from taking place. Signage will be reviewed as part of this scheme.</p>

<p>something off or will they get a ticket? The signs for parking around the bottom end of the Fairway needs adjusting to reflect the new times and be clearly visible. Traffic wardens do not work as once the drivers see a uniform, if they are waiting in their car, then they just drive off.</p>	
<p>We object strongly to the proposed parking restrictions on the above roads. The restrictions are due to the traffic congestion arising from Parents cars and taxis/minibuses taking children to the Schools at the end of The Fairway in the mornings and collecting them in the afternoon. Hence the proposal being for the restrictions to be 8.00am to 9.30am and 2.00pm to 3.30pm Monday to Friday, a lengthening of the times of restriction as they currently stand. The restrictions are not to apply during the day or the evenings and not to apply on Saturday or Sunday, clearly because there is no school traffic during those times. As you are well aware, the original restrictions imposed many years ago applied "DURING TERM TIME ONLY" because the issue they were intended to address was only during the School term time. It is worth noting that more recently, the restriction applying 'during term time only' was removed by the council (Council meeting 5/11/19) without any due consultation with interested parties and the signage was changed, albeit incorrectly. I have made representations previously about the restrictions and when they should apply, both to our local councillor and Stockport network management. In this consultation and previous emails, the only justification given for the proposals to apply all year round is that your enforcement officers and motorists would not know when term time was, making enforcement difficult. Term times are easily available either from the schools or from the internet and the volume of traffic is a good indicator as well. The restrictions can be inconvenient for visitors to local residents such as friends, family or workmen even during term time but to extend that to outside term times is wholly unacceptable and without justification. For example, if we have friends</p>	<p>Term time only Traffic Regulation Orders are no longer used in Stockport as they make enforcement extremely problematic. Motorists who park on The Fairway or Dovedale Road may not necessarily be residents. Motorists who park on The Fairway or Dovedale Road may not necessarily be residents. During the introduction of the Road Safety Around Schools scheme to which the resident refers, it is acknowledged an administrative oversight occurred and for this, we can only apologise. However, this scheme will correct that oversight. Whilst Parking Enforcement is carried out at all schools within the borough on a rota basis, residents or indeed any member of the public may too request parking enforcement as and when they observe vehicles parked in contravention. Upon such requests being received, a Civil Enforcement Officer will attend the location as soon as operationally possible. The Council as the Local Highway Authority has responsibility to manage the highway and ensure the safe passage of all road users. There is no legal right to park on a road, verge, or footway. However, this is generally accepted by the Highway Authority and the Police where there are no restrictions and does not conflict with Highway Code Rule 243. Term time only Traffic Regulation Orders are no longer used in Stockport, this is because schools can now choose their own holiday period and are therefore, no longer at the same time. This means the restriction cannot be enforced as it cannot be determined if motorists are aware that a particular school is in term</p>

<p>come and stay over at Christmas and park outside our house, they would need to move the vehicle at 8.00am and find somewhere else to park, probably some distance away. If they came back, they would have to move it again at 2.00pm but there would be no schools in and no traffic! The same applies to workmen perhaps parking a work van outside even if I was having the work done outside of school term time. As for enforcement, there appears to be little of that in any event. And as I understand from an enforcement officer, they would only visit twice during a term as they are required to visit all schools in the borough and do not have resources to do more. The issue lies very much with a lack of thought about the volume of traffic created by the new schools - Castle Hill and Lisburne School. In particular, when planning consent was given for Lisburn School greater consideration should have been given to facilities for parents and taxis to drop off and collect children from the schools avoiding the need for parents to park on residential roads. Why was consideration not given to provision for vehicle access to the schools for parents dropping off / collecting children? Obviously, this would need a way of segregating vehicles from the school areas and ensuring pedestrian safety. At the old Offerton High School buses and cars had access down the main access road through the school grounds up to the roundabout at the top. There is also the extensive disused tennis court area that could have been utilised. By living on The Fairway I accept that the schools will impact on my life (we have been residents for in excess of 30 years) but it is how the Council minimise that impact that matters. Clearly this has not been the case during the changes in the way the educational grounds at the end of The Fairway are used. Even accepting that there needs to be some control over parking, this restriction SHOULD NOT APPLY OUTSIDE OF TERM TIMES and there is no valid reason or justification for it to do so.</p>	<p>or not. Therefore, if a Penalty Charge Notice was to be issued, it could not be defended by the Council at a Traffic Penalty Tribunal.</p>
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7. FINANCIAL IMPLICATIONS

- 7.1. There is no cost to the Offerton Delegated Ward Budget. This scheme is being funded by the Councils Estates Department.

8. TIMESCALES

8.1. 3 to 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 & Regeneration requests that the Stepping Hill Area Committee approves the legal advertising of the 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 Graham O'Connor by email on graham.oconnor@stockport.gov.uk

Appendix A

Proposed Traffic Regulation Order - 'No Waiting Monday – Friday 8.00am – 9.30am & 2.00pm – 3.30pm'

The Fairway, Offerton

North West Side

From a point 14.5 metres north east of the projected north easterly kerb line of Dovedale Road for a distance of 59.5 metres in a north easterly direction.

South East Side

From a point 13 metres north east of the projected north easterly kerb line of Radford Close for a distance of 143.5 metres in a north easterly direction.

From a point 13 metres south west of the projected south westerly kerb line of Radford Close for a distance of 90 metres in a south westerly direction.

From a point 12 metres south west of the projected south westerly kerb line of St. Elmo Avenue for a distance of 23.5 metres.

Dovedale Road, Offerton

North Side

From a point 14.5 metres north west of the projected north westerly kerb line of The Fairway for a distance of 97 metres, first in a north westerly, then south westerly direction.

Proposed Revocation of Traffic Regulation Order - 'No Waiting Monday – Friday 8.15am – 9.15am & 2.45pm – 3.45pm'

The Fairway, Offerton

North West Side

From a point 14.5 metres north east of the projected north easterly kerb line of Dovedale Road for a distance of 59.5 metres in a north easterly direction.

South East Side

From a point 13 metres north east of the projected north easterly kerb line of Radford Close for a distance of 143.5 metres in a north easterly direction.

Proposed Revocation of Traffic Regulation Order - 'No Waiting Monday – Friday 8.15am – 9.00am & 3.00pm – 3.45pm' Term Time Only

The Fairway, Offerton

South East Side

From a point 13 metres south west of the projected south westerly kerb line of Radford Close for a distance of 90 metres in a south westerly direction.

From a point 12 metres south west of the projected south westerly kerb line of St. Elmo Avenue for a distance of 23.5 metres.

Dovedale Road, Offerton

North Side

From a point 14.5 metres north west of the projected north westerly kerb line of The Fairway for a distance of 97 metres, first in a north westerly, then south westerly direction.