

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (CARRWOOD AVENUE AREA, BRAMHALL) (20MPH SPEED LIMIT) ORDER 2018 and NOTICE OF PROPOSAL TO INSTALL TRAFFIC CALMING ON CARRWOOD AVENUE AND ST. MICHAELS AVENUE, BRAMHALL

Report to: (a) Bramhall & Cheadle Hulme South Area Committee
Thursday, 31 January 2019

Date:

Report of: (b) Corporate Director for Place Management & Regeneration

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

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

Summary: To consider objections received to a proposed traffic calming scheme in the Carrwood Avenue/ St Michaels Avenue Area of Bramhall.

Recommendation: That the Order be made as advertised.

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

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

There are none.

Contact person for discussing the report Mark James 474 2077

‘Urgent Business’: (f) **YES / NO** (please circle)

THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (CARRWOOD AVENUE AREA, BRAMHALL) (20MPH SPEED LIMIT) ORDER 2018 and

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

1. Introduction and Purpose of Report

- 1.1 To consider objections received to a proposed traffic calming scheme in the Carrwood Avenue/ St Michaels Avenue Area of Bramhall.

2. Objections

- 2.1 In total two objections have been received regarding the proposed vertical traffic calming features on Carrwood Avenue and St Michaels Avenue Bramhall.

2.2 Objection 1 Summary

The roads on which traffic calming is proposed are unusually wide, with good visibility and have very little vehicular traffic. We are not at all convinced of the case for introducing traffic calming measures and aesthetically we believe it will be detrimental to the area.

The roads in question are parallel to Carr Wood, which has a well maintained path throughout, at least 8 feet wide with good visibility and offers an ideal environment for cyclists of all ages; we therefore see no reason why pedestrians (including dog walkers) and cyclists shouldn't be encouraged to share this amenity.

2.3 Objection 2 Summary

The need for junction tables as a traffic calming measure in this area has not been shown. It may be that including junction tables is accepted design practice but that does not automatically justify their inclusion in every case.

Traffic in the area of the scheme is generally light. However, there is a lot of traffic and very many parked cars at certain times, namely the start and end of the school day and at some church services. Many children are picked up and dropped off from Holland Road, St Michaels Avenue and Huxley Drive, but the number of parked cars renders speeding impossible and simple passage along the roads at times next to impossible. Additionally, the children are all accompanied by responsible adults. Because the properties on the roads in the area all have gardens, the streets are not used for play.

In an era where we must be much more concerned about our impact on the planet, the construction of junction tables is not a suitable use of resources and it is not a good use of council money. Construction of junction tables also will require undoing the lowering of the kerbs that took place only a few years ago. The tarmac that will be used would be much better used in the repair of roads locally. (Parts of St Michaels Ave are again collapsing into the sewer and there are potholes).

3 Comments of the Corporate Director Place Management & Regeneration

- 3.1 Councillors will be aware that the Council has been granted funding from the Greater Manchester Cycle City Ambition Grant (CCAG) programme to improve/create cycle routes in the Cheadle Hulme/Bramhall area. This has included works along the Ladybrook Valley, Ladybridge Road and Bramhall Park. The Council has identified a route from Bramhall Park to Ack Lane East via Carrwood Avenue, St. Michaels Avenue, Robins Lane and Hillbrook Road.
- 3.2 It is proposed to introduce the following:
- To provide an approximate 3 metre wide segregated/shared use pedestrian route from the main Bramhall Park Car Park to Carrwood Road, including access controls at the entrance to the park. Surface to be flexipave as per the specification used in the Ladybrook Valley between Demmings Road and Ladybridge Road;
 - To provide a Toucan Crossing (a signal controlled crossing that both cyclists and pedestrians can use) on Carrwood Road to link both sides of the route;
 - To provide a 3 metre wide shared use pedestrian/cycle route on the south side of Carrwood Road between the proposed Toucan Crossing and Carrwood Avenue, this will also involve reducing the width of Carrwood Avenue on its approach to Carrwood Road to allow the shared use path to be extended into Carrwood Avenue;
 - Provide 75mm high junction tables at the junctions of Grassmere Crescent/Carrwood Avenue, Grasmere Crescent/St. Michael's Avenue, Ramsdale Road/St Michael's Avenue and Huxley Drive/Holland Road/St Michael's Avenue;
 - Tighten the junction radii at the junction of Carrwood Avenue/Grasmere Crescent and provide tree planting on the buildout;
 - Provide a 20mph zone with associated 20mph/cycle road markings on all the residential roads in the area as indicated on the drawings.
- 3.3 These proposals were approved at the Bramhall & Cheadle Hulme South Area Committee on 13th December 2018 and duly legally advertised in the local press and on site between the 26th December 2018 and the 17th January 2019.
- 3.4 The main reason that the Council wishes to install traffic calming in this area is to create a safer environment for vulnerable road users (pedestrians and cyclists) which will form a link between Bramhall Park and Ack Lane East.

Anecdotal evidence suggests that the area is used as a rat run in morning and evening peak periods by drivers of vehicles wishing to avoid the busier Bramhall Lane South corridor. By installing vertical traffic calming features in this area vehicle speeds will be reduced thereby creating a safer environment. The vertical traffic calming features which are to be introduced are in the form of 75mm junction tables. These will be designed to Stockport Council Highway Standard Details which have been installed in numerous locations around the Borough.

- 3.5 The Greater Manchester Police database of reported injury type incidents was interrogated for the area of concern. It highlighted that in the last 5 years 3 injury type incidents were recorded. Two of which were at the St. Michael's Avenue/Ramsdale Road junction and both involved a vehicle failing to give way on St Michael's Avenue. One of the incidents was classed as serious severity and the other was classed as slight in nature. The third incident involved two vehicles colliding on Carrwood Avenue when one of the vehicles was performing a U turn. It was classed as slight severity.
- 3.6 This scheme is being funded from the CCAG2 programme which is a grant from the Department for Transport via Transport for Greater Manchester. No Council funds are being used to design or construct this scheme.
- 3.7 Councillors will be aware that the Council did originally propose a route through Carr Wood rather than utilising the adjacent residential streets to link Bramhall Park to Robins Lane. However following a site meeting with the Friends of Carr Wood and discussions with Ward Councillors it was decided to use a route using the residential streets. This was because of concerns raised regarding potential conflicts between cyclists/pedestrians/pets and young children through the woods.

4. CONCLUSIONS AND RECOMMENDATIONS

- 4.1 That the Order be made as advertised.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Mark James on telephone number 0161 474 2077