

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

**Subject:** Peacefield, Buxton Lane, Wood Lane, Cross Lane, Marple

**Report to:** (a) Marple Area Committee **Date:** Wednesday, 11<sup>th</sup> March 2020

**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 seek approval for the introduction of a Traffic Regulation Order (TRO) No Waiting At Any Time.

**Recommendation(s):**

The Corporate Director for Place requests that the Marple Area Committee to comment on this report and approve funding for a Traffic Regulation Order.

**Proposed “No Waiting At Any Time”**

**Peacefield (West side)**

From a point 13 metres south west of the projected southern kerblineline of Wood Lane, for a distance of 13 metres in a north easterly direction

**Peacefield (East side)**

From a point 17 metres south west of the projected southern kerblineline of Buxton Lane, for a distance of 17 metres in a north easterly direction

**Wood Lane (South Side)**

From a point 13 metres west of the projected western kerblineline of Peacefield, for a distance of 13 metres in an easterly direction

**Wood Lane (North Side)**

From a point 22 metres west of the projected western kerblineline of Cross Lane, for a distance of 22 metres in an easterly direction

**Cross Lane (West Side)**

From a point 31 metres north east of the projected northern kerblineline of Wood Lane, for a distance of 31 metres in a south westerly direction

**Cross Lane (East Side)**

From a point 26.5 metres north east of the projected northern kerblineline of Buxton Lane, for a distance of 26.5 metres in a south westerly direction

**Buxton Lane (North side)**

From a point 14.5 metres south east of the projected eastern kerblineline of Cross Lane, for a distance of 14.5 metres in a north westerly direction

From a point 15 metres south east of the projected eastern kerbline of Peacefield, for a distance of 15 metres in a north westerly direction

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.

**Peacefield, Buxton Lane, Wood Lane, Cross Lane, Marple**

**Report of the Corporate Director for Place Management & Regeneration**

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To seek approval for the introduction of a Traffic Regulation Order “No Waiting At Any Time

**2. BACKGROUND**

- 2.1. Local ward councillors contacted Traffic Services following concerns of motor vehicles parking close to the junction at the above location. Vehicles parking too close to the junction are reducing visibility, causing safety concerns for motorists negotiating the junction.

**3. PROPOSALS**

- 3.1. To overcome the concerns Traffic Services, propose a Traffic Regulation Order of “No Waiting At Any Time” to restrict parking at this location. The Highway Code rule 243, states you must not stop or park within 10 metres of a junction, except in an authorised parking space. However due to the extended radius of the kerb lines at the junction this requires more than 10 metres to ensure the safe passage of traffic and ensure visibility for pedestrians using the existing uncontrolled crossing points.

**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. Shorted restrictions were investigated however, as this is a staggered junction in all directions, thus longer restrictions are required to allow vehicle manoeuvre on each arm and ensure visibility for drivers and pedestrians using the existing uncontrolled crossing points.

**6. CONSULTATION**

- 6.1. The Local Ward Councillors have been informed of the recommendation of the (TRO) no adverse comments were received.
- 6.2. Consultation was completed with affected residents and businesses; the response was extremely low. 15 properties consulted, 3 responded (20%) 2 were against the

proposal (13%) 1 was in favour (6%). The opposed was due to this would restrict parking.

## **7. FINANCIAL IMPLICATIONS**

7.1. The cost to the delegated budget would be:

**Total £960.00** (legal fees £560.00 and lining £400.00)

## **8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT**

8.1. 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".

8.2. 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.

## **9. CONCLUSIONS AND RECOMMENDATIONS**

9.1. The Corporate Director for Place Management & Regeneration requests that the Marple Area Committee comment on this report and recommend the approval of the following Traffic Regulation Order.

### **Proposed “No Waiting At Any Time”**

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NM8/5093/01

Anyone wishing further information please contact Julie Pelham on telephone number Tel: 0161-474-4846 or by email on [julie.pelham@stockport.gov.uk](mailto:julie.pelham@stockport.gov.uk)