

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Councillor Lane, Dryden Avenue & Cranleigh Drive, Cheadle Hulme

Report to: (a) Cheadle Area Committee

Date: Tuesday, 21 July 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 approve No Waiting restrictions at the junction of Councillor Lane with Dryden Avenue and Cranleigh Drive, Cheadle Hulme. Note: Due to the unusual layout of the junction, Part 9. of this report will recommend that the Cabinet Member approves all parts of the order and not just those lengths that are within 15 metres of Councillor Lane which is a strategic route.

Recommendation(s): The Area Committee recommend that the Cabinet Member (Communities & Housing) approves the legal advertising of the following Traffic Regulation Order and subject to no objections being received within 21 days from the advertisement date the following orders can be made:

No Waiting at Any Time:

Councillor Lane

Westerly side from a point 32 metres North of the (projected) Northerly kerb line of Dryden Avenue in a Southerly direction to a point 22 metres South of the Southerly kerb line of Dryden Avenue.

Easterly side from a point 18 metres North of the Northerly kerb line of Cranleigh Drive in a Southerly direction to a point 29 metres South of the (projected) Southerly kerb line of Cranleigh Drive.

Dryden Avenue

Northerly side from the (projected) Westerly kerb line of Councillor Lane for a distance of 20 metres in a Westerly direction and to tie in with the aforementioned on this side of Councillor Lane.

Southerly side from the (projected) Westerly kerb line of Councillor Lane for a distance of 16 metres in a Westerly direction and to tie in with the aforementioned on this side of Councillor Lane.

Cranleigh Drive

Northerly side from the Easterly kerb line of Councillor Lane for a distance of 23 metres in an Easterly direction and to tie in with the aforementioned on this side of Councillor Lane.

Southerly side from the (projected) Easterly kerb line of Councillor Lane for a distance of 21 metres in an Easterly direction and to tie in with the aforementioned on this side of Councillor Lane.

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 accessing
background papers and discussing the report

Officer: Max Townsend
Tel: 0161 474 4861

'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.

Councillor Lane, Dryden Avenue & Cranleigh Drive, Cheadle Hulme

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

To approve No Waiting restrictions at the junction of Councillor Lane with Dryden Avenue and Cranleigh Drive, Cheadle Hulme. Note: Due to the unusual layout of the junction, Part 9. of this report will recommend that the Cabinet Member approves all parts of the order and not just those lengths that are within 15 metres of Councillor Lane which is a strategic route.

2. BACKGROUND

Network Management received representation from Ward Councillors concerning the said junction. It was reported that vehicles parking on the junction (contrary to the Highway Code) were hindering safety and visibility for other road users.

3. PROPOSALS

In agreement with the Ward Spokespersons, the scheme shown on attached drawing number: **NM8-5127-001** went to consultation with local residents (February 2020 before the Covid 19 disruptions).

4. LEGAL POSITION/IMPLICATIONS

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. CONSULTATION

The local public consultation resulted in just four responses summarised below:

Dryden Avenue:

- Fully supports the proposal and hopes it will be properly enforced.
- As above; but also highlights vehicles parking on the wide footway as an issue.

Cranleigh Drive:

- Contests the placement of double yellow lines outside property which will be an inconvenience.

- This scheme is another attack on the motorist. Parked vehicles do not kill. Speeding on Cranleigh Drive (in contravention of the 20mph limit) is more of an issue and speed humps are needed. The proposal will displace parking further down Councillor Lane which will obscure visibility for pedestrians crossing the road.

Address not Supplied:

- Please erect bollards on all the corners of the junction to prevent footway parking.

General Comments (Network Management):

It is assumed there has been a misunderstanding on the part of the first respondent on Cranleigh Drive as the extent of the proposed double yellow lines finish some distance from the property in question (address supplied).

An investigation into physical traffic calming on Cranleigh Drive would be treated as an entirely separate matter.

The proposal may displace some parking; but this will be away from the junction where there is increased likelihood of a traffic incident.

The Council has a policy to avoid erecting street furniture (bollards, barriers etc.) unless it is deemed essential. If implemented, the Traffic Regulation Order for double yellow lines would apply to the back of the Adopted footway.

6. FINANCIAL IMPLICATIONS

Legal and Advertising:	£560
Road Lining:	£300
Total:	£860

To be funded from the delegated Ward Budget.

7. TIMESCALES

If approved, the order is expected to become operative in 2020.

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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

The Area Committee recommend that the Cabinet Member (Communities & Housing) approves the legal advertising of the following Traffic Regulation Order and subject to no objections being received within 21 days from the advertisement date the following orders can be made:

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Background Papers

Anyone wishing further information please contact Max Townsend on telephone number Tel: 0161 474 4861 or by email on max.townsend@stockport.gov.uk