

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Brown Lane / Fernlea & Brandon Avenue, Heald Green

Report to: (a) Cheadle Area Committee
2021

Date: Tuesday, 2 February

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 report the findings of a consultation exercise and to seek approval for the introduction of a Traffic Regulation Order (TRO).

Recommendation(s):

The Corporate Director for Place Management & Regeneration requests that the Cheadle Area Committee consider and comment upon the following proposals and approve 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 & Housing Scrutiny Committee

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

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Nicola Ryan
0161 474 4409

'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.

Brown Lane / Fernlea & Brandon Avenue, Heald Green

Report of the Corporate Director for Place Management & Regeneration

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) as shown in **Appendix A**.

2. BACKGROUND

- 2.1. Traffic Services have received a request from the Highway Ward Spokesperson for the Heald Green Ward to investigate traffic issues in the vicinity of the above junctions, as it has been reported that on occasions, parked vehicles are said to be causing an obstruction, together with reduced highway visibility and creating a hazard for both motorists and pedestrians

3. PROPOSALS

- 3.1. Due to the nature of the concerns raised, Traffic Services propose to introduce a Traffic Regulation Order (TRO) – ‘No Waiting At Any Time’ on Brown Lane at the junction with both Brandon Avenue and Fernlea.
- 3.2. It is anticipated that by doing this, visibility and the safety of both motorists and pedestrians can be greatly improved.
- 3.3. These proposals will also compliment Rule 243 of The Highway Code which states: DO NOT stop or park within 10 meters of a junction. This same rule also states: DO NOT stop or park opposite a junction
- 3.4. The proposals outlined above are shown on **Drawing No. NM8-5071-01 Rev A**.

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. 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 no adverse comments were received.
- 6.3. Affected frontages were consulted with. From a total number of 6 No. letters sent to residents, we have received a response from 4 No. residents (67%); 2 No. residents (50%) agree with the proposals and 2 No. residents (50%) disagree with the proposals.

Comments made by those agreeing with the proposals were similar in nature and are as follows:

Comment(s)	Traffic Services Comments
Excellent	
View is often restricted	It is anticipated that the proposals will stop motorists parking on the junctions, and ensure the view for motorists and pedestrians is not restricted in any way.

Comments made by those disagreeing with the proposals are as follows:

Comment(s)	Traffic Services Comments
There are other junctions nearby that are worse yet have not been addressed.	Other junctions are not within the remit of this scheme. Traffic Services were instructed to investigate Brown Lane/Fern Lea junction & Brown Lane/Brandon Lane junctions only. If resident(s) wish to pursue a scheme for other junctions, then they should request this via the normal procedure.
Fernlea is only used by residents. 4 cars regularly park at the north end of Fernlea of which, only 1 vehicle belongs to my family.	Regardless as to who is parking within proximity of the junction it is essential that the movement of traffic can be maintained at all times.
A number of residents have a vendetta against me and my family, and this is more about discrimination than safety.	Traffic Services are only looking at this scheme due to the safety concerns raised. If resident has evidence to support discrimination, we advise they contact GMP to pursue, should they wish to do so.
Entrance to Brandon Avenue is too wide whilst the entrance to Fernlea is too narrow. Motorists cut the corners, and this is more dangerous than the parked cars. Putting down restrictions will not help.	The widths of both junctions are historical. Making any changes to the widths of either location is not within the scope of this scheme. It is anticipated that by implementing the parking restrictions the junctions will remain clear of parked vehicles therefore, improving the safety for pedestrians and motorists alike. Re

	motorists cutting corners, this would be a matter for the Police therefore, should the resident be able to identify those doing this and wish to pursue then we advise they contact GMP.
Proposals are not entirely a bad idea however, has concerns that this would mean they would no longer be able to park in our usual place	Proposals may mean that some residents may no longer be able to park outside/close to their own property. However, all the properties have a driveway. Additionally, nobody has an automatic right to park on publicly maintained highway outside their own property.
Since the new by-pass has opened there has not been much traffic so wants to know why we cannot just limit parking.	The proposed restrictions compliment The Highway Code Rule 243. We do not want to encourage vehicles to park on the junctions at any time day or night.
Will the restrictions just move the problem?	It is possible the introduction of parking restrictions may 'move' the problem however, it is anticipated that the restrictions will ensure the junctions remain clear, thus improving safety for all road users.

7. FINANCIAL IMPLICATIONS

7.1. The estimated cost of the scheme is as follows:

Legal	£560
Road markings	£250
<u>TOTAL</u>	<u>£810</u>

To be funded from the Heald Green Delegated Ward Budget.

8. TIMESCALES

8.1. Subject to objections, 3 months

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 Corporate Director for Place Management & Regeneration requests that the Cheadle Area Committee consider and comment upon the proposals and approves the legal advertising of the following Traffic Regulation Order (TRO) and subject to no objections being made received within 21 days from the advertisement date, the order can be made as shown in **Appendix A**

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nicola Ryan on telephone number 0161 474 4409 or by email on nicola.ryan@stockport.gov.uk

APPENDIX A

Proposed TRO 'No Waiting At Any Time'

Fernlea, Heald Green

Both Sides:

From it's intersection with the projected southerly kerb line of Brown Lane, for a distance of 10 meters in a southerly direction.

Brandon Avenue, Heald Green

Both Sides:

From it's intersection with the projected northly kerb line of Brown Lane, for a distance of 10 meters in a northerly direction.

Brown Lane, Heald Green

North Side:

From a point, 12 meters west of the intersection of the projected western kerb line of Fernlea to a point, 25 meters east of the intersection of the projected eastern kerb line of Fernlea.

Brown Lane, Heald Green

South Side:

From a point, 11.5 meters west of the intersection of the projected western kerb line of Brandon Avenue to a point, 14 meter east of the intersection of the projected eastern kerb line of Brandon Avenue.