

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Bramley Road, Bramhall - Proposed Traffic Regulation Order

Report to: (a) Bramhall & Cheadle Hulme South Area Committee
Thursday, 4 February 2021

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 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 Bramhall & Cheadle Hulme South Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Sustainable Stockport 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 & 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
Tel: 0161 474 4348

'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.

AGENDA ITEM

Bramley Road, Bramhall - Proposed Traffic Regulation Order

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 Bramhall South & Woodford Ward to investigate safety concerns raised due to vehicles being parked too close to the entrances to properties, making it difficult for residents to enter/exit them safely due to reduced visibility, together with vehicles being parked on the junctions & bend(s) as well as vehicles parking on the footway causing obstruction and safety concerns for pedestrians.

3. PROPOSALS

- 3.1. Due to the nature of the concerns raised, Traffic Services propose to introduce a number of Traffic Regulation Orders (TROs) – ‘No Waiting At Any Time & No Loading Monday – Friday 8am to 9.30am and 4.30pm to 6.30pm, Saturday 8am to 9.30am and 11.30am-1.30pm on Bramhall Lane South/Bramley Road junction. ‘No Waiting At Any Time’ on Bramley Road and on the junctions of Darwin Road and Adelaide Road. ‘No Waiting Monday – Friday 8am to 9.30am and 4.30pm.
- 3.2. The proposals outlined support The Highway Code – Rule 243 which states ‘DO NOT stop or park: opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space and further state ‘DO NOT stop or park on a bend.
- 3.3. It is anticipated that by doing this, Traffic movement will be maintained during peak times, and that the visibility and safety of both motorists and pedestrians can be greatly improved.
- 3.4. It is anticipated that these proposals will provide support to local businesses by providing short term parking for potential shoppers.
- 3.5. The proposals outlined above are shown on **Drawing No. NM8-4925-03-RevB**.

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. Traffic Services have consulted with residents on three separate occasions and with a variation of TRO proposals. The latest proposals are shown on **Drawing No. NM8-4925-03**. Following the consultation, and taking into account requests made by the residents, we have slightly amended the proposals and feel the amendments will satisfy a majority of the residents. The amended proposals, and the proposals in which we wish to pursue, are as per **Drawing No. NM8-4925-03-RevA**.

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. From a total of 81 No. letters sent to residents, we have received a response from 24 No. residents (30%); 18 No. residents (75%) agree with the proposals and 6 No. residents (25%) disagree with the proposals.

6.4. A small number of residents agreeing with the proposals provided additional comments, some of which were of a similar nature and are provided below

Agree with proposals -Comments	Traffic Services Response
Parking is bad when there is an event on a Lumb Lane Club. A clear path along Bramley Road would be a good idea.	Not within this schemes remit
Agrees with the proposals but would possibly extend or include lunch times as times may encourage people to park after 9.30am and then move to another space before 4.30pm	The times of the Limited Waiting restrictions have been 'streamlined' in order to match those that are in place nearby. We do not want to take away all available on-street parking – by doing so would affect the residents as well as those parking for a short period of time whilst supporting local businesses.
Strongly recommends Double Yellow Lines opposite Bramley Close.	The junction will be protection by a No Waiting At Any Time restriction. After which, a Limited Waiting restriction will be in place. We do not want to take away all available parking as this will affect residents. For visibility/safety reasons the No Waiting At Any Time restriction is proposed on the inside of the bend, it therefore makes sense for the restriction to be placed fully on this side of the carriageway.
Proposals are better than nothing but would much prefer No Waiting At Any Time on both sides of the road.	We do not want to take away all available on-street parking as to do so, would also impact on the residents.
Agrees however, has concerns with vehicles parking on the bend. Vehicles park all the way along here drive quickly round the bend and on the wrong side of the road – it is an accident waiting to happen.	The No Waiting At Any Time is to be placed from no. 15 - 37 prohibiting parking 24/7 therefore, this should resolve the parking element. Speed has been monitored on Bramley Road recently, results of which did not evidence any vehicles travelling in excess of the speed limit. Future speeds can be assessed if required.

Comments from those disagreeing with the proposals are detailed below:

Disagree with proposals - Comments	Traffic Services Response
<p>If restrictions are moved from outside 8-16 Bramley Road this will contradict The Highway Code. Parking problems will just be moved to one side of the road. Should be permit parking only.</p>	<p>The proposals have since been revised and the No Waiting At Any Time restrictions will remain in place outside 8-16 Bramley Road. Permit Parking Only is not within the remit of this scheme.</p>
<p>Already finds it difficult leaving drive, have to check 3 different angles. It should be NO permitted parking anywhere near my property. In addition, most cars, vans part on the kerb reducing footpath width. Signage deterring drivers from parking will not work, it MUST be DYL. Properties that have two dips between our driveway, allowing cars to park in middle would be dangerous. This is already a busy road, please do not allow parking on this road as it will make it worse.</p>	<p>Location of property is not affected by any bend in the road. Property benefits from a spacious drive. The proposals have since been revised and the No Waiting t Any Time restrictions will remain in place outside and opposite the property. Resident may wish to contact Police if they feel vehicles parking on the footway are causing an obstruction. We do not want to take away all on-street parking as this would affect the residents in addition to those wishing to park for a short time whilst supporting local shops by shopping in them.</p>
<p>People still park on the double yellow lines, they leave their cars all day and go to Manchester. Bramley Road is a cut through to 'little Australia estate' and having cars parked on the road make it dangerous.</p>	<p>Civil Enforcement Officers patrol on a daily basis and in doing so, will issue a Penalty Charge Notice to all vehicles they observe parked in contravention. The introduction of the new restrictions will hopefully resolve the current parking problems.</p>
<p>We need to park our cars on the road as not sufficient room on our driveway for our cars. Could the double yellow lines not be placed on the opposite side of the road (odd numbers) and resident permits on the other side of the road</p>	<p>For visibility/safety reasons and movement of traffic, there is a requirement for markings. The proposals have since been revised and the No Waiting At Any Time restriction will remain in place on the odd numbered side of the road.</p> <p>Resident permits are not within the remit of this scheme.</p>
<p>Don't want DYL or any other parking restrictions outside our house. If proposals implemented it will merely transfer the parking problems onto adjacent roads. It would be better to introduce a TRO to prevent parking on the pavement and for the Police to enforce existing laws ie. obstruction on the highway - pavements, parking on bends and at junctions.</p>	<p>The No Waiting At Any Time restrictions will complement The Highway Code Rule 243 which state: 'Do not stop or park within 10meters of a junction'. Property also benefits from a driveway. The introduction of a TRO to prevent parking on a footway is not within the remit of this scheme. Civil Enforcement Officers patrol the Borough on a daily basis. Resident may wish to contact Police as and when witnesses a vehicle causing an obstruction or dangerously parked.</p>
<p>Our driveway is only adequate for our 2 family cars. Not be happy with restrictions on both side of the road. as it would make parking for visitors, some who are elderly difficult. Agree a DYL on one side would be helpful but suggests the stop at 25/26 and not go all the way round to Adelaide Road. At times often has visitors after school handing over children with grandparents after work etc. would be frustrating, especially when there is luggage to carry into the house. Concerned current proposals are unduly restrictive on both elderly family visiting and our family and friends with small children. Alternate proposals: As proposed but DYL ending at Nos. 25/26 OR have restriction on one side only so that there is some free parking anytime on the other - this would still prevent double parking and congestions OR issue resident parking permits which will allow parking in the restricted parking single line areas. Be happy with amended proposals to stop lines further down or on one side only.</p>	<p>In order to address safety/visibility of all road users the proposals are to implement the No Waiting At Any Time on the outside of the bend. The proposals have since been revised and the proposed Limited Waiting (single yellow line) outside properties 16-32 has since been removed in order to accommodate parking for residents and short term parking for visitors, tradespeople.</p> <p>Resident Parking Permits are not within the scope of this scheme.</p>

<p>Does not think DYL outside 10-16 should be moved, states conflicts with Highway Code Rule. All the proposals will do is move the parking from one side of Bramley to the other. All of these properties should be on permits, the parking on Bramley Rd needs eliminating so to enable traffic flow. Possible, development being considered in the Close which will make problem even worse these people wishing to park should find another alternative. Stresses the yellow lines from Bramley Close to the left and right of Bramley were put there many years ago for a special reason and this special reason has not changed. More important now that they should remain opposite the junction. States need to be aware of the volume of traffic which comes through Bramley Close and large lorries and vehicles that use a shortcut to the motorway - Bramley Road needs to be kept clear for ambulances coming from the health centre and for fire engines, refuse waggon and large lorries taking the short cut to the motorway. States permits are the answer.</p>	<p>The proposals have since been revised and the No Waiting At Any Time restrictions will remain in place outside 10-16 Bramley Road. Permit Parking Only is not within the remit of this scheme.</p> <p>Any possible development will need to go through the Planning Dept. at which time any objections based on possible additional parking problems can be addressed.</p> <p>Although existing restrictions have been in place for many years, due to the current level of parking problems the residents have complained about it is necessary to review and introduce new measures to ease the parking problems raised.</p>
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7. FINANCIAL IMPLICATIONS

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

Legal	£800
Road Markings	£1,700
Poles & Time Plates	£600
Removal of existing Road Markings, Poles & Time Plates	£610
<u>TOTAL</u>	<u>£3,660</u>

8. TIMESCALES

8.1. Assuming no objections, works should be completed by April/May 2021.

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 Bramhall South & Cheadle Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Sustainable Stockport 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 4747 4409 or by email on nicola.ryan@stockport.gov.uk

APPENDIX A

Proposed TRO 'No Waiting At Any Time'

Bramley Road, Bramhall

South Side:

From the intersection of the eastern kerb line of Bramhall Lane South, to a point 72 meters east of the intersection of the eastern kerb line of Bramley Drive.

Bramley Road, Bramhall

North Side:

From the intersection of the eastern kerb line of Bramhall Lane South, heading in a easterly, then southerly direction to the intersection of the northern kerb line of Melbourne Road.

Bramley Drive, Bramhall

Both Sides:

From the intersection of the southern kerb line of Bramley Road, for a distance of 4.5 meters in a southerly direction.

Bramley Road, Bramhall

West Side:

From the intersection of the northern kerb line of Lumb Lane, for a distance of 10 meters in a northerly direction.

Adelaide Road, Bramhall

Both Sides:

From the intersection of the eastern kerb line of Bramley Road, for a distance of 12 meters in an easterly direction.

Bramley Road, Bramhall

West Side:

From a point 9 meters south of the intersection of the southern kerb line of Darwin Grove, to a point 10 meters north of the intersection of the northern kerb line of Darwin Grove.

Darwin Grove, Bramhall

Both Sides:

From the intersection of the western kerb line of Bramley Road, for a distance of 10 meters in a westerly direction.

Lumb Lane, Bramhall

North West Side:

From a point 11 meters west of the intersection of the western kerb line of Bramley Road, to a point 10 meters east of the intersection of the eastern kerb line of Bramley Road.

Proposed TRO 'No Waiting Monday – Friday 8am to 9.30am & 4.30pm to 6.30pm'

Bramley Road, Bramhall

West Side:

From a point 10 meters north of the intersection of the northern kerb line of Lumb Lane, to a point 9 meters south of the intersection of the southern kerb line of Darwin Grove, a distance of 42 metres.

Revoke Existing TRO Schedule 'No Waiting At Any Time'

Bramley Road, Bramhall

North Side:

From a point 18.5 meters south east of the intersection of the eastern kerb line of Bramhall Lane South, for a distance of 184.5 meters in a south easterly direction.

Bramley Road, Bramhall

Both Sides:

From the intersection of the northern kerb line of Lumb Lane/Melbourne Road, for a distance of 10 meters in a northerly direction.

Lumb Lane, Bramhall

North West Side:

From a point 11 meters west of the intersection of the western kerb line of Bramley Road, to a point 10 meters east of the intersection of the eastern kerb line of Bramley Road.

Bramley Road, Bramhall

South Side:

From the intersection of the eastern kerb line of Bramley Close, for a distance of 72 meters in a south easterly direction.

Bramley Drive, Bramhall

East Side:

From the intersection of the southern kerb line of Bramley Road, for a distance of 4.5 meters in a southerly direction.

Revoke Existing TRO Schedule - 'No Waiting Monday to Friday 8.00am to 9.30am and 4.30pm to 6.30pm and Saturday 8.00am to 9.30am and 11.30am to 1.30pm'

Bramley Road, Bramhall

North Side:

From the intersection of the eastern kerb line of Bramhall Lane South, for a distance of 18.5 meters in a south easterly direction.

Bramley Road, Bramhall

South Side:

From the intersection of the eastern kerb line of Bramhall Lane South, to the intersection of the western kerb line of Bramley Close.

Bramley Drive, Bramhall

West Side:

From the intersection of the southern kerb line of Bramley Road, for a distance of 4.5 meters in a southerly direction.