

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Ladybridge Road, Cheadle Hulme - Proposed Traffic Regulation Order

Report to: (a) Cheadle Area Committee
December 2020

Date: Tuesday, 15

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 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.

Ladybridge Road, Cheadle Hulme - 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 Cheadle Hulme North Ward to investigate safety concerns raised due to parked vehicles causing an obstruction and reducing visibility for other motorists and pedestrians particularly at junctions and on bends.
- 2.2. Several serious accidents have occurred on Ladybridge Road particularly on the bend near to the Meadway junction.
- 2.3. During site investigations discrepancies were highlighted regarding the Traffic Regulations mapped on our system to that out on site. The TRO's in Appendix A address these discrepancies.

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 Ladybridge Road from Queens Road/Station Road up to, and including the junctions of Meadway, Vaudrey Drive, Lorna Road and Croft Road.
- 3.2. It is anticipated that by doing this, visibility and the safety of both motorists and pedestrians can be greatly improved.
- 3.3. The proposals outlined above are shown on **Drawing No. NM8-5123-003**.

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. Initially, this was going to be a 'cross ward' scheme and therefore, a total of 97 No. consultation letters were sent to both residents falling under the Cheadle Hulme North Ward and Cheadle Hulme South Ward however, it has since been decided to proceed as two separate schemes with focus being centred around the safety concerns relating to the bend on Ladybridge Road near to the junction of Meadway Road.

From a total number of 75 No. letters sent to residents within the Cheadle Hulme North Ward, we have received a response from 17 No. residents (23%); 14 No. residents (82%) agree with the proposals and 3 No. residents (18%) disagree with the proposals.

In addition to this, we received 3 No. anonymous responses all of which agreed with the proposals. However, as these responses were anonymous, we do not know which 'ward' the respondent resides.

There were several repeated comments/concerns within the responses received; these are as follows:

- Speed is an issue
- Good Idea and relieved something is finally being done
- Struggles to access and exit property/junctions due to parked vehicles
- Pavement parking is a problem and causes visibility issues
- DYL's are needed on the bends and junctions
- If restrictions are implemented where will residents/visitors/tradespeople/carers park?
- Parking outside someone else's house is 'frowned' upon and leads to confrontation
- Cars parking on grass verges is an issue – could bollards be installed?

7. FINANCIAL IMPLICATIONS

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

Legal	£560
Road markings	£300
<u>TOTAL</u>	<u>£860</u>

To be funded from the Strategic Budget

8. TIMESCALES

8.1. Assuming no objections are received, works should be completed by February/March 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 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 474 4409 or by email on nicola.ryan@stockport.gov.uk

APPENDIX A

Proposed TRO 'No Waiting At Any Time'

Ladybridge Road

North West Side:

From the north eastern kerb line of Queens Road, for a distance of 268 meters in a north easterly direction.

Ladybridge Road

South East Side:

From the north eastern kerb line of Lorna Road, for a distance of 174 meters in a north easterly direction.

Ladybridge Road

South East Side:

From the south westerly kerb line of Lorna Road, to the westerly kerb line of Station Road,

Lorna Road

South West Side:

From the intersection with Ladybridge Road, for a distance of 13.5 meters in a south easterly direction.

Lorna Road

North East Side:

From the intersection with Ladybridge Road, for a distance of 11 meters in a south easterly direction.

Croft Road

South West Side:

From the intersection with Ladybridge Road, for a distance of 15.5 meters in a south easterly direction.

Croft Road

North East Side:

From the intersection with Ladybridge Road, for a distance of 13.5 meters in a south easterly direction.

Meadway Road

East Side:

From the intersection with Ladybridge Road, for a distance of 24.5 meters in a northerly direction.

Meadway Road

West Side:

From the intersection with Ladybridge Road, for a distance of 22 meters in a northerly direction.

Access Road to Ladybridge Court

Both Sides:

From its intersection with Ladybridge Road, for a distance of 7 meters in a westerly direction.

Vaudrey Drive**North East Side:**

From the junction of Ladybridge Road, for a distance of 3 meters in a north westerly direction.

Vaudry Drive**South West Side:**

From the junction of Ladybridge Road, for a distance of 3 meters in a north westerly direction.

Queens Road**North East Side:**

From its intersection with Ladybridge Road for a distance of 57 meters in a north westerly direction.

Queens Road**South West Side:**

From its intersection with Albert Road for a distance of 54 meters in a north westerly direction.

Any other static orders are hereby revoked insofar as they conflict with the provisions of this order.

Revoke Existing TRO Schedule - 'No Waiting At Any Time'**Meadway Road****East Side:**

From the intersection with Ladybridge Road, for a distance of 24.5 meters in a northerly direction.

Meadway Road**West Side:**

From the intersection with Ladybridge Road, for a distance of 22 meters in a northerly direction.

Ladybridge Road**North Side:**

From the projected easterly kerb line of Meadway Road, for a distance of 16 meters in an easterly direction, and from the west kerb line of Meadway Road for a distance of 18.5 meters in a westerly direction.

Ladybridge Road**South Side:**

From a point, 14.5 meters east of the projected north east kerb line of Croft Road for a distance of 50.5 meters in a westerly direction.

Vaudrey Drive**North East Side:**

From the junction of Ladybridge Road, for a distance of 3 meters in a north westerly direction.

Vaudry Drive**South West Side:**

From the junction of Ladybridge Road, for a distance of 3 meters in a north westerly direction.

Queens Road**North East Side:**

From its intersection with Ladybridge Road for a distance of 57 meters in a north westerly direction.

Queens Road**South West Side:**

From its intersection with Albert Road for a distance of 54 meters in a north westerly direction.

Lorna Road**South West Side:**

From the intersection with Ladybridge Road, for a distance of 13.5 meters in a south easterly direction.

Lorna Road**North East Side:**

From the intersection with Ladybridge Road, for a distance of 11 meters in a south easterly direction.

Ladybridge Road**North East Side:**

From a point, 55 meters of the north westerly kerb line of Vaudrey Drive, for a distance of 128 meters in a south westerly direction.

Revoke Existing TRO Schedule - 'No Waiting Monday to Friday 7.00am to 10.00am and 4.00pm to 7.00pm and Saturday 8.00am to 9.30am and 12noon to 2pm'

Ladybridge Road**South East Side:**

From a point, 13 meters north with its intersection with the south eastern kerb line of Lorna Road, for a distance of 66 meters in an easterly direction.

Revoke Existing TRO Schedule - 'No Waiting/No Loading/Unloading Monday to Friday 7.00am to 10.00am and 4.00pm to 7.00pm and Saturday 8.00am to 9.30am and 12noon to 2pm'

Ladybridge Road**South East Side:**

From a point, 13 meters north with its intersection with the south westerly kerb line of Lorna Road to the intersection with south westerly kerb line of Station Road.

Ladybridge Road**North West Side:**

From its intersection with the north easterly kerb line of Vaudrey Drive, for a distance of 55 meters in a north easterly direction.

Ladybridge Road**North East Side:**

From a point, 55 meters of the north westerly kerb line of Vaudrey Drive, for a distance of 76 meters in a south westerly direction.