

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

**Subject: Revocation of the existing Weight Limit on Garners Lane and introduction of a Weight Limit on Gilmore Street and Range Road**

**Report to: (a)** Central Stockport Area Committee  
2017  
(b) Cabinet Member, Communities and Housing

**Date:** Thursday, 13 July

**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 and funding for an investigation and feasibility study for the revocation of the existing weight limit on Garners Lane and introduction of a weight limit on Gilmore Street and Range Road.

**Recommendation(s):**

The Corporate Director, Place Management and Regeneration requests that The Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member (Communities & Housing) approves funding to conduct an investigation and feasibility study for the proposed measures.

**Relevant Scrutiny Committee** (if decision called in): **(d)**  
Environment & Economy Scrutiny Committee

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

There are none.

Contact person for accessing  
Background papers and discussing the report

**Officer:** Eraina Smith  
Tel: 0161 474 4911

**'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.



**Revocation of the existing Weight Limit on Garners Lane and introduction of a Weight Limit on Gilmore Street and Range Road**

Report of the Corporate Director for Place Management & Regeneration

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To seek approval and funding for an investigation and feasibility study for the revocation of the existing weight limit on Garners Lane and introduction of a weight limit on Gilmore Street and Range Road.

**2. INFORMATION**

- 2.1 The Corporate Director, Place Management and Regeneration received a request from Local Councillors to investigate the feasibility of revoking the existing weight limit on Garners Lane and introducing a weight limit on Gilmore Street and Range Road.
- 2.2 Gilmore Street and Range Road are nationally unclassified roads but locally classified as District Distributors. They connect the C463 Shaw Heath to the C455 Adswood Road. Currently HGV's wanting access to the industrial premises along Adswood Road from the north east, travel along Gilmore Street and Range Road. Gilmore Street has approximate footway widths of 2.3m and carriageway widths of 6.7m; Range Road has approximate footway widths of 2.5m & 3m and carriageway widths of 6.3m. They are residential roads fronted on one or both sides by terraced and semi-detached housing. The majority of residential properties on both Gilmore Street and Range Road have no off street parking facilities and park on street. The roads are traffic calmed with road humps along their entire lengths. They have speed limits of 30mph and no weight restrictions.
- 2.2 Garners Lane is classified as the C470 and locally classified as a District Distributor road. It connects the A5102 Bramhall Lane and the C455 Adswood Road. The road runs adjacent to the railway line from Bramhall Lane to Elmfield Road and then turns south away from the railway line towards Adswood Local Centre. Adjacent to the railway line, there are approximate footway widths of 2.8m and carriageway widths of 7.7m; beyond Elmfield Road there are approximate footway widths of 4.1m and carriageway widths of 7.3m. Garners Lane is a residential road fronted on one or both sides, predominantly, by semi-detached housing. On both stretches, the majority of residential properties have off road parking facilities. It is subject to a 7.5 tonne weight restriction introduced under a Moving Traffic Regulation Order approved by the Executive Member in 2009. It has a speed limit of 30mph.
- 2.3 If it is requested that Traffic Services are to investigate a change to the weight limit; then there would be a need to conduct traffic counts on Garners Lane, Range Road and Gilmore Street. Traffic Services could also examine select link analysis of the SEMMMS traffic model for the HGV matrix to show where re-routing of HGV's would be likely to occur. Traffic Services would need to examine the extent of any HGV limit bearing in mind that access for HGV's will need to be maintained to industrial sites and turning facilities may be required for HGV's wanting to exit by the same

route. This might occur if an HGV were to arrive at, for example, premises that are closed or makes a navigational error. As is usual for an environmental weight limit; access to the area for HGV's will need to be retained; in this case access is likely to be needed to the industrial premises between 46 & 70 Range Road besides usual delivery requirements.

- 2.4 As part of this proposal it is suggested to make Oakfield Road one way in an easterly direction from Elmfield Road to the existing one way (just east of Beechfield Road). This is to mitigate the current issue of impatient drivers waiting in the queue of traffic on Bramhall Lane who want to turn left down Garners Lane, and taking the short cut through the existing one way system (in the wrong direction) which is only 20m in length. This proposal increases the length of the one way system which will make it less attractive for drivers to contravene the associated traffic order. However, one way systems could increase vehicle speeds and due to the proposed extension and the existing width of Oakfield Road; it would be recommended to consider some form of traffic calming, though difficult due to the amount of driveways.

### **3. FUNDING**

- 3.1 The Corporate Director for Place Management & Regeneration would support such changes to the highway. The Highway Ward Spokes for Brinnington & Central and Davenport & Cale Green have requested a report to go to Central Area Committee requesting The Corporate Director to approach the Cabinet Member for funding of £3000 to conduct a feasibility study to determine exact implications and costs to take this forward.

### **4. CONCLUSIONS AND RECOMMENDATIONS**

- 4.1 The Corporate Director, Place Management and Regeneration requests that The Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member (Communities & Housing) approves funding to conduct an investigation and feasibility study for the proposed measures.

### **Background Papers**

There are no background papers to this report.

Anyone wishing further information please contact Eraina Smith on telephone number Tel: 0161 474 4911 or by email on [eraina.smith@stockport.gov.uk](mailto:eraina.smith@stockport.gov.uk)