

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Ladybrook Road, Bramhall - Traffic Regulation Order

Report to: (a) Cheadle Area Committee
November 2020

Date: Tuesday, 10

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 to 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
016 474 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.

Ladybrook Road, Bramhall - 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 North Ward to investigate traffic issues on Ladybrook Road, Bramhall as it has been reported that vehicles are parking in such a manner as to cause obstruction issues for the refuse collection vehicle, particularly when the drivers are negotiating the junctions/bends in the road together with creating a hazard and are reducing visibility for other road users.
- 2.2. Traffic Services Officers have been out to the location and have themselves observed vehicles parked close to the bend on Ladybrook Road opposite Woodside Mews, close to the junction opposite One Oak Court and the junction to the rear of 41 Woodcote Avenue.
- 2.3. Traffic Services Officers have also observed vehicles parked in the lay-by, which is located opposite the bend on Ladybrook Road. These vehicles were parked in such a manner that part of the vehicles overhang into the carriageway. The below screenshot is from Google Streetview, this shows the manner of how vehicles park at this specific location on Ladybrook Road. The first image was taken in 2009, the second image was taken in 2020 which indicates this style of parking has become the 'norm'.





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’ around the bend on Ladybrook Road and a number of small junctions. It is anticipated that by doing this, visibility and the safety of both motorists and pedestrians can be greatly improved.
- 3.2. The proposals outlines are shown on **Drawing No. NM8-5122-01**.
- 3.3. 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.’ It also states ‘DO NOT stop or park on a bend.
- 3.4. The Council has a duty of care for the general public and thus, if nothing is done to alleviate any potential difficulties in accessing the junction, there is the possibility that should an emergency arise, there is a chance that the response time could be considerably longer.

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. The Police have been consulted and no objections to the proposals have been received.
- 6.3. From a total of 37 No. letters delivered to residents, we received 18 No. (49%) response; of these responses 14 No. (78%) agreed with the proposals and 4 No. (22%) disagreed.

Those that disagreed with the proposals stated:

Comment	Traffic Services Response
Refuse wagons don't go round the bend so think Double Yellow Lines here are not required.	A 'No Waiting At Any Time' restriction on the bend compliments Rule 243 of The Highway Code.
Vehicles do not park on/at the junction of One Oak Court or the junction near to the garages.	A 'No Waiting At Any Time' restriction at the junctions compliments Rule 243 of The Highway Code.
Refuse vehicles do not encounter problems.	The Manager for Waste initiated this investigation due to problems the refuse vehicle encounters.
Refuse vehicle does not go beyond the garages as road too narrow	The Waste Manager has advised the road is wide enough however, due to how the waste is currently presented the refuse wagon does not need to go beyond this point.

Those that agreed with the proposals stated:

Comment	Traffic Services Response
Most residents have a garage but choose not to use it	Would encourage all residents who have access to a garage to use it.
Would suggest extending the restriction along the side of 41 Woodcote Avenue	Traffic Services do not want to take away all on-street parking, they just want to make the location safer and more accessible.
Strongly agree – it is extremely difficult to get out of the garage	The introduction of a 'No Waiting At Any Time' restriction will hopefully prevent difficulties for those leaving their garage.
Agrees however, concerned this will add more pressure on parking. Would prefer a section of the carriageway to be widened and a new parking area created. Alternatively, would like to see new parking created round the bend.	Widening the carriageway is not within the scope of this exercise. The introduction of a 'No Waiting At Anytime' restriction around the bend compliments Rule 243 of The Highway Code.
Good Idea – has had concerns regarding emergency vehicles accessing locations should an emergency occur.	The introduction of a 'No Waiting At Anytime' restriction should alleviate these concerns and provide full access for all

7. FINANCIAL IMPLICATIONS

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

Legal	£560
Road Markings	£200
TOTAL	£760

To be funded from the Bramhall North Area Delegated Ward Budget.

8. TIMESCALES

8.1. Five months subject to objections.

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 and Cheadle Hulme South Area Committee 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) Schedule

No Waiting at Any Time

Ladybrook Road – West Side

From the projected south kerb line of Ladybrook Road (access to 56-58) for a distance of 26 meters in a northerly direction.

Ladybrook Road – South Side (access to 13-18 One Oak Court)

From the west projected building line of 1-6 One Oak Court for a distance of 34 meters in a north westerly, then westerly then south easterly direction.

Ladybrook Road – East Side

From a point 45 meters south from the southern kerb line of Ladybrook Road (access to 13-18 One Oak Court) projected building line of 1-6 One Oak Court (following the kerb line) in a southerly direction for 37 meters.

Ladybrook Road – Access Road to 56-58 Ladybrook Road – Both Sides

From the projected easterly kerb line for a distance of 10 meters in an easterly direction.