

Mayor's Cycling and Walking Challenge Fund (MCF) – Bramhall Park to A6

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Members are requested to consider the contents of the report and recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures and associated Traffic Regulation Orders.

2. BACKGROUND

- 2.1. A Committee Report, detailing proposals for MCF walking and cycling facilities, including associated Traffic Regulation Orders (TROs), between Bramhall Park and the A6, was approved by the Bramhall and Cheadle Hulme South Area Committee in January 2020. Between Bramhall Green Roundabout and the junction of Bramhall Moor Lane / Bridge Lane, the scheme includes a segregated cycleway along the southern side of Bridge Lane, which has necessitated the narrowing of the carriageway by circa 2.5 metres.
- 2.2. The cycleway scheme has since been implemented and some road safety issues have been identified which now need to be addressed through the implementation of further TROs.
- 2.3. During the post-implementation monitoring of the scheme, it has been noted that vehicles are routinely being parked on the cycleway, creating an obstruction and road safety issues for cyclists and other road users. Furthermore, on-street parking at the side road junctions has the potential to obstruct movement, and hinder visibility, for cyclists at designated crossing points along the side roads.
- 2.4. The identified road safety issues now require urgent intervention through the introduction of further TROs.

3. PROPOSALS

- 3.1. It is proposed to introduce No Waiting At Any Time TROs at the following locations:
- 3.2. Along the southern side of Bridge Lane, between Bramhall Green roundabout and Bramhall Moor roundabout, including the junctions of Bridge Lane / Valley Road and Bridge Lane / Headlands Road. This is to prohibit the parking of vehicles on the cycleway, in order to allow the safe passage of all road users along the highway.
- 3.3. Along the northern side of Bridge Lane between Bramhall Green roundabout and the existing junction protection markings at the Hillcrest Road / Bridge Lane junction, to allow the safe passage of all road users along the highway.
- 3.4. Junction protection markings at the junction of Bridge Lane / Walmer Drive, to allow safe passage of, and provide visibility for, all road users along the highway.

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 alternatives have been considered.

6. CONSULTATION

- 6.1. A public consultation exercise for these TRO proposals has yet to be undertaken. In advance of the Order being advertised, the Council would write to all frontage holders along the length of the proposals and would post notices on site to invite objections.
- 6.2. The proposals were presented at the Traffic Management Unit attended by emergency services and public transport and no adverse comments were received.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme is to be funded from the MCF Capital fund.

8. TIMESCALES

- 8.1. If approved, implementation of these proposals is anticipated in 2022.

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 Area Committee is asked to comment on this report and recommend that the Cabinet Member (Economy & Regeneration) approves the implementation of the proposed measures and the legal advertising of the Traffic Regulation Orders

contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the Order can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan on telephone number Tel: 0161-474-4907 or by email on nick.whelan@stockport.gov.uk

Appendix A – Drawings

D/0275A/1200/004 Proposed TRO Road Markings

D/0275A/1200/005 Proposed Traffic Regulation Orders

Appendix B – Schedule of Traffic Regulation Orders

Proposed No Waiting At Any Time

Bridge Lane, north side, from a point 10 metres west of the projected westerly kerblines of Hillcrest Road, in a westerly direction, to its junction with Bramhall Lane South.

Bridge Lane, north side, from a point 10 metres west of the projected westerly kerblines of Walmer Drive to a point 10 metres east of the projected easterly kerblines of Walmer Drive.

Walmer Drive, both sides, from its junction with Bridge Lane for a distance of 10 metres in a northerly direction.

Bridge Lane, south side, from a point 6.5 metres west of the projected westerly kerblines of Wallbank Road, in a westerly direction, to its junction with Bramhall Lane South.

Headlands Road, both sides, from its junction with Bridge Lane for a distance of 10 metres in a southerly direction.

Valley Road, both sides, from its junction with Bridge Lane for a distance of 15 metres in a southerly direction.