

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Mayor's Cycling and Walking Challenge Fund - Bramhall Park to A6

Report to: (a) Bramhall & Cheadle Hulme South Area Committee

Date: Thursday, 10 March 2022

(b) Cabinet Member (Economy and Regeneration) **Date:**

Report of: (b) Joint report of the Corporate Director for Place Management & Regeneration and the Head of Legal, Democratic Governance and Estate & Asset Management

Key Decision: (c) **NO / YES** (Please circle)

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

To advise committee members of objections received to the proposed introduction of the Traffic Regulation Orders (TROs), associated with the Bramhall Park to A6 walking and cycling scheme, and to seek a recommendation that the Cabinet Member (Environment and Regeneration) approves the introduction the Traffic Regulation Orders as advertised.

Recommendation(s):

The Area Committee note all Traffic Regulation Orders where objections have been considered by officers;

The Area Committee recommend that the Cabinet Member (Environment and Regeneration) approves the introduction the Traffic Regulation Orders as advertised; and

The objectors are informed of the decision.

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

Communities & Housing Scrutiny Committee

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

Mayor's Cycling and Walking Challenge Fund – Bramhall Park to A6, submitted to Bramhall & Cheadle Hulme South Area Committee on 21 October 2021

Contact person for accessing background papers and discussing the report

Officer: Nick Whelan 0161 474 4907

'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.

Mayor's Cycling and Walking Challenge Fund - Bramhall Park to A6

Joint report of the Corporate Director for Place Management & Regeneration and the Head of Legal, Democratic Governance and Estate & Asset Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To advise committee members of objections received to the proposed introduction of the following Traffic Regulation Orders (TROs), associated with the Bramhall Park to A6 walking and cycling scheme, and to seek a recommendation that the Cabinet Member (Environment and Regeneration) approves the introduction the Traffic Regulation Orders as advertised.
 - ZA/2469 - BRIDGE LANE, WALMER DRIVE, HEADLANDS ROAD & VALLEY ROAD, BRAMHALL (PROHIBITION OF WAITING) ORDER 2022
- 1.2 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

2. INFORMATION AND ADVICE

- 2.1. Stockport Council is delivering the Bramhall Park to A6 scheme under the Mayor's Challenge Fund – a 4.1km two-way segregated cycle route which links Bramhall Park to Simpson's Corner in Hazel Grove. The scheme was subject to a public consultation in 2019 and was strongly supported. Proposals and findings from the public consultation were presented at Area Committee meetings (Stepping Hill, Bramhall & Cheadle Hulme South and Marple) in January 2020 for approval. Following funding approval, works started at the west end of the route in October 2020 and will be delivered in a phased approach up to spring 2022.
- 2.2. Between Bramhall Green Roundabout and the junction of Bramhall Moor Lane / Bridge Lane, the scheme has been implemented and includes a segregated cycleway along the southern side of Bridge Lane, which has necessitated the narrowing of the carriageway by circa 2.5 metres.
- 2.3. Since implementation of the cycleway scheme, some road safety issues have been identified which now need to be addressed through the implementation of additional TROs.
- 2.4. A scheme of additional TROs to address these road safety issues was developed and presented at Area Committee in October 2021 and was subsequently approved for implementation by the Cabinet Member for Economy & Regeneration, including Legal Advertisement of the associated Traffic Regulation Orders. During this Legal Advertisement process, objections have been received.
- 2.5. In considering the objections, the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

3. OBJECTIONS AND COMMENTS

- 3.1. The Legal Notice is included at **Appendix A**, along with the associated drawings.
- 3.2. The Orders were advertised for a three week period commencing 26th January 2022. This included letter drops to circa 100 frontage properties and Legal Notices being placed on street. The draft Orders were available on the Council website, together with plans and statement of reasons for proposing to make the Orders.
- 3.3. Two objections were received. The specific objections and points contained within each letter have been analysed and are detailed below together with the responses.

Objection	Officer Response
Objection 1	
It will increase danger to persons / people on these roads as delivery drivers will now a) park on the opposite side of the road causing an obstruction and having to cross the road twice. b) they will park on drives and therefore have to reverse across a cycle lane and reverse to join a road that is now too narrow to exit driveway from safely in a forward motion never mind in reverse.	The Traffic Regulation Order prohibits waiting. Loading activities will still be permitted on the carriageway. The width of the carriageway complies with design standards for an A road.
"For preserving or improving the amenities of the area" - the area / road has already been turned into an ugly expanse of tarmac and painting yellow lines will not preserve or improve the amenities. All it will do is force people to park on and destroy the grass verges that are left on the other side of the road.	The new crossings and cycling facilities that the proposed waiting restrictions seek to protect will add considerably to the amenity of those walking and cycling in the area. Whilst this may be considered to be to the detriment of the amenity of those wishing to park private motor vehicles on the Public Highway it should be borne in mind that the primary purpose of the Public Highway is for passage and re-passage.
There is no need for yellow lines as parking will manage itself as the road is now only wide enough to park on one side at a time. If the aim of this is to stop people parking on the cycle lane or grass verges then ENFORCE this as this will still continue.	Parking, either partially (partly on the carriageway, partly on the cycleway), or wholly on the cycleway, is already beginning to occur in various sections of the completed scheme. The proposed restrictions are to prevent this and to protect the safety and amenity of the highway, as a whole, for all road users.
Objection 2	
Where will Workmen, Delivery Drivers (Shopping) or Removal-Companies park when the restrictions come into effect?	Loading activities will still be permitted on the carriageway.

The parking restrictions apply mainly to one side of Bridge Lane which now along with the additional trees you have planted has further reduced parking opportunities to not park on the cycle lane or the pavement. Why does this not apply to both sides of Bridge Lane in all directions?	The particular issue we seek to address is vehicles parking on the cycle track which can be addressed by a TRO on the south side of Bridge Lane. If vehicles being parked on the carriageway on the north side cause a problem then we can review restrictions on that side as well.
"For preserving or improving the amenities of the area". How can you be improving the amenities of the area by making it even more unpleasant to live on Bridge Lane. We have had much inconvenience due to this ridiculous scheme and now you are going to make our lives even more difficult with further disruption and then I can't park outside my own home!	The new crossings and cycling facilities that the proposed waiting restrictions seek to protect will add considerably to the amenity of those walking and cycling in the area.
When Stockport Rugby Union Football Club hold their events at Headlands Road in the Summer and on Bonfire Night; will they have to apply for a licence for parking? In the recent events held the visitors have parked on the Cycle Lane and grass verges– will this be the case moving forward?	Any vehicle parked in contravention of the TRO will be liable to receive a ticket. No exemptions are proposed for events at Stockport Rugby Club and it is hoped that the new walking and cycling facilities will encourage people to walk and cycle to these events rather than drive.
Where will Visitors to our House park?	Motor vehicles parked on the Public Highway should be lawfully parked and not left in a position to cause an obstruction. If parked on Bridge Lane previously, a vehicle would have been obstructing the pre-existing on-carriageway cycle lanes.
I am seriously worried about the affect all of this will have on the Value of my Home.	The following document https://content.tfl.gov.uk/cycling-housing-market.pdf suggests that cycle routes may have a positive impact on property prices. If still concerned, it is recommended that the resident should seek independent expert advice on the subject.

Officer Recommendation

It is recommended that the Order be made as advertised.

4. FINANCIAL IMPLICATIONS

- 4.1. There are no financial implications arising from the recommendations in this report. The costs associated with making the Orders will be met by MCF.

5. LEGAL IMPLICATIONS

- 5.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

6. REASONS FOR RECOMMENDATIONS

- 6.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 6.2. The Committee should make a decision in respect of the objection/s received so that the scheme can be progressed and the proposed restrictions introduced or abandoned.

7. ALTERNATIVES CONSIDERED

- 7.1. The alternative to the proposals laid out in this report is to continue with the current lack of restriction on the highway by not introducing the proposed traffic regulation orders.

8. RECOMMENDATIONS

- 8.1. It is recommended that:

The Area Committee note all Traffic Regulation Orders where objections have been considered by officers;

The Area Committee recommend that the Cabinet Member (Environment and Regeneration) approve the introduction the Traffic Regulation Orders as advertised; and

The objectors are informed of the decision.

Background Papers

Mayor's Cycling and Walking Challenge Fund – Bramhall Park to A6, submitted to Bramhall & Cheadle Hulme South Area Committee on 21 October 2021 ([here](#), Item 5)

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