

Proposed Traffic Regulation Order
'No Waiting at Any Time' - Garner's Lane, Davenport

Report of the Director for Place Management

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).

2. BACKGROUND

- 2.1 Traffic Services received a request from the Highway Ward Spokesperson for the Davenport and Cale Green Ward to investigate safety concerns as it had been reported that vehicles are parking close to the junctions of Garner's Lane and Roslyn Road, Garner's Lane and Sterndale Road and Garner's Lane and Elmfield Road, obscuring visibility and hindering traffic movement.

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'. These proposals are shown collectively on **Drawing No. NM8-5217-Garners Lane-04** and individually on **NM8-5217-Garners Lane-01(and 05), 02 and 03**.

4. LEGAL 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 they have no objections to these proposals.

- 6.3. Affected residents have been consulted with and from a total of 8 no. letters delivered, 1 no. response (12.5%) has been received. This response does not support the proposal.

Comments	Traffic Services Response
<p>Regarding Garners Lane and Roslyn Road. I would like to oppose the plan. The first reason is that it will make little to no difference to the issue that it is intended to solve and will be a waste of public money.</p> <p>From the 10 metre point of the new lines to the driveway it means that parked vehicles would be over hanging the lines, although the wheels would not be on the lines themselves.</p> <p>The main issue is that on occasion it becomes a parking area for larger vans and taxis which does have an impact, but they tend to park further back and would not encroach onto the new lines.</p> <p>I have noticed that drivers do sometimes park closer to the main road - note that this is really only an issue on the Roslyn Road side of the junction, not Garners Lane - but they tend to be either delivering goods, waiting taxis, or using the post box on Garners Lane. It is unlikely that the introduction of new lines would change this behaviour.</p> <p>I believe the reports that you have had are overblown, with people upset at having to queue at the junction and do not get to the heart of the issue which is that the road as it stands is not fit for the use that is made of it.</p> <p>The road is in a parlous state of repair, as are the roads leading off it: Sterndale Rd and Ross Ave. It is used by hundreds of cars each day as a run between Garners lane and Bridgehall/Edgeley, which is much more traffic than it was designed to support. The 20 mph speed limit is in general not observed, the speed bumps are no longer sufficiently marked and the road is full of pot holes and old repairs. Given the width of the road, if two cars park opposite each other - which is done throughout most of the road's length - then it leaves just enough room for a single car to pass. This has led to most people mounting the pavement to park, which restricts access to pedestrians, especially those with young children and prams going to the school at the Bridgehall end of the road. There is also a wide variety of vehicles using the road. It is used by anything from coaches and skip vans from the businesses on Adswood road to horses and traps.</p> <p>In essence the road is overused and neglected, neither of which will be corrected by the installation of a single set of double yellow lines. The money would be better spent elsewhere.</p> <p>Instead it would make more sense to either make the road one way, or turn it into a resident's only area/LTN by blocking off the road at one end. The obvious choice would be to do so at the school to prevent the continued use of the road as a throughway via Sterndale Rd. The alternative route would take them along Adswood Road to Garners Lane, which is more suited to large volumes of traffic, would add only a minute to a standard journey and reduce the slowing down of traffic on Garners Lane as cars turn into Roslyn Road.</p>	<p>These proposals compliment Rule 243 of The Highway Code, which states: DO NOT stop or park within 10 metres of a junction.</p> <p>Due to the distance between the end of the dropped kerb and the driveway is it proposed to reduce these restrictions from 10m (NM8-5217-Garners Lane-01) to 9m (NM8-5217-Garners Lane-05) in order to accommodate an average size car whilst still keeping the junction clear for visibility and movement for all highway users.</p> <p>Traffic Services will pass the residents' concerns regarding the condition of the road (pot holes and faded road markings) to the Councils Maintenance Department for further investigation. However, residents are encouraged to report such matters directly to the Council either online or by telephone. The contravention of a speed limit falls within the remit of the Police therefore, such concerns should be reported directly to Greater Manchester Police on their non-emergency telephone number for potential enforcement. A one-way system is not within the remit of this scheme. A resident permit scheme is not within the remit of this scheme.</p>

7. FINANCIAL IMPLICATIONS

7.1	Legal Costs	£650.00
	Lining Costs (including potential Traffic Management)	£600.00
	TOTAL	£1,250.00

To be funded from the Davenport and Cale Green Delegated Ward Budget.

8. TIMESCALES

8.1. 3-4 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 Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the following proposals, and recommend that the Cabinet Member for Parks, Highways and Transport Services 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.

BACKGROUND PAPERS

There are none.

Anyone wishing to inspect the above background papers or requiring further information should contact Graham O'Connor on telephone number 0161 474 5057 or alternatively email graham.oconnor@stockport.gov.uk

Appendix A

Proposed Traffic Regulation Order (TRO) – ‘No Waiting At Any Time’

Roslyn Road, Adswood – Both Sides

From the intersection of the northern kerb line of Garner’s Lane for a distance of 9 metres in a northerly direction.

Sterndale Road, Adswood – Both Sides

From the intersection of the northern kerb line of Garner’s Lane for a distance of 10 metres in a northerly direction.

Garner’s Lane, Davenport – North Side

From a point 10 metres west of the intersection of the south western kerb line of Roslyn Road to a point 10 metres east of the north eastern kerb line of Roslyn Road.

From a point 10 metres west of the intersection of the south western kerb line of Sterndale Road to a point 10 metres east of the north eastern kerblines of Sterndale Road.

Garner’s Lane - South Side

From the intersection of the north eastern kerb line of Elmfield Road, for a distance of 15 metres in an easterly direction.

Revocation of existing Traffic Regulation Order (TRO) ‘No Waiting At Any Time’

Garner’s Lane – South Side

From the intersection of the north eastern kerb line of Elmfield Road, for a distance of 10 metres in an easterly direction.