

## **Dawlish Close/Brixham Walk, Bramhall - Proposed Traffic Regulation Order (TRO)**

### **Report of the Corporate Director for Place Management**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report has been prepared to seek approval to jointly consult and legally advertise the introduction of Traffic Regulation Orders (TRO) on Dawlish Close/Brixham Walk, Bramhall to formalise and enable the enforcement of waiting restrictions (Double Yellow lines), which are currently marked out on site.

#### **2. BACKGROUND**

- 2.1 A Mayors Challenge Fund (MCF) cycling scheme to improve community links in the Bramhall Area was introduced in 2022/23.
- 2.2 The scheme included improvements to the existing Public Right of Way passageway between the BT Telephone Exchange building and Pownall Green Primary School including widening, resurfacing and lighting, and a signed cycle route along Dawlish Close, Plymouth Drive, Dairyground Road, Seal Road to Lytham Drive.
- 2.3 As part of the proposals, Double Yellow lines (No Waiting At Any Time restrictions) were introduced on Dawlish Close/Brixham Walk as shown on the attached drawing in **Appendix B**, dwg. Dawlish Close\_01. However, it has become apparent that the waiting restriction element of the scheme was not included in the original consultation for the scheme and was also not supported with a legal Traffic Regulation Order (TRO) and therefore could not be enforced. Investigations indicated that the double yellow lines were added at the detailed design stage in response to comments made during the public consultation and are mentioned in the Committee Report, however they were introduced without further consultation or the TRO process taking place.

#### **3. PROPOSALS**

- 3.1 It is considered the waiting restrictions will improve access and road safety in the area particularly for pedestrians and cyclists and it should be noted that the vast majority of residents have off street parking facilities. Dawlish Close and Brixham Walk are located in close proximity to Pownall Green Primary School and the footpaths in the vicinity are used as a route for many parents and children attending the school.
- 3.2 In order to resolve the current situation on site, it is proposed to promote a Traffic Regulation Order (TRO) for the existing waiting restrictions and undertake a concurrent letter drop consultation with residents affected by the proposals. Any objections received would then be reported back to the Area Committee for consideration.

#### **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 at this stage.

#### **6. CONSULTATION**

- 6.1 Consultation is to be undertaken alongside the legal advertisement of the Traffic Regulation Order (TRO).

#### **7. FINANCIAL IMPLICATIONS**

- 7.1. The scheme will be funded from the Integrated Transport Block Phase 2.

#### **8. TIMESCALES**

- 8.1. Should the proposals be approved and subject to the resolution of any objections received, the Traffic Regulation Order (TRO) should be completed by Autumn 2024.

#### **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 Bramhall & Cheadle Hulme South Area Committee recommend approval for consultation and legal advertisement of the Traffic Regulation Order (TROs) set out in Appendix A and attached drawing subject to no objections being received within 21 days from the advertisement date, the order can be made.

## BACKGROUND PAPERS

[Area Committee Report Jan 2020](#)

Anyone wishing to inspect the above background papers or requiring further information should contact Nick Whelan on email, [nick.whelan@stockport.gov.uk](mailto:nick.whelan@stockport.gov.uk)

## Appendix A – Traffic Regulation Order Schedule

Dawlish Close/Brixham Walk - Bramhall

### NO WAITING AT ANY TIME

Location	Extent
Dawlish Close, Bramhall – North side	From a point 21 metres east of the projected westerly kerblines of Brixham Walk, for a distance of 37 metres in a westerly direction.
Brixham Walk, Bramhall – Both sides	From its intersection with the projected northern kerblines of Dawlish Close for a distance of 5 metres in a northerly direction.
Dawlish Close, Bramhall (Cul-de-sac end)– South side	From a point 5 metres west of the projected westerly kerblines of Brixham Walk for a distance of 13 metres in a westerly then southerly direction.