

Metropolitan Borough of Stockport

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Mrs M C Cropper



The Resident
Oakfield/Beechfield/Elmfield Roads
Davenport
Stockport

Director of Works

Your ref
My ref
MCC/DRM/ADM27/TMB/2260

14th November 1991

Dear Residents

OAKFIELD ROAD, DAVENPORT

Councillor Coales has asked that I write to you to explain about the recent changes which have been made at the Bramhall Lane end of Oakfield Road.

Over the last 6 years, my Traffic Management Section have investigated various complaints concerning traffic problems on and around Oakfield Road and have put forward numerous reports and recommendations to the Council's Transportation and Works Committee. From the start, the main sources of complaint were:-

1. The use of Oakfield Road and Elmfield Road as a through route by drivers avoiding the delays at the Bramhall Lane/Garners Lane junction.
2. The lack of parking space for visitors to the shops on Bramhall Lane.
3. The tendency of the various garage businesses on Oakfield Road to use the area between their frontage and the Oakfield Road carriageway as a private forecourt for the servicing and repair of customers' vehicles, irrespective of the right of clear passage due for pedestrians.

The short section of one way has been successful in combating a large proportion of the through traffic previously using Oakfield Road and Elmfield Road and the creation of a layby together with the introduction of a limited waiting restriction outside the shops on Bramhall Lane now provides parking spaces for shoppers.

Having removed the greatest sources of complaint, the energies of the Traffic Management Section were then channelled into addressing the problems caused by the activities of the garages. Discussions were held with the garage proprietors and a plan offering the potential of a solution to the conflicting uses of this section of Oakfield Road by residents, the garages, the Happy Day Nursery and the shops fronting Bramhall Lane was presented to the Transportation and Works (Traffic Regulation) Sub-Committee at their meeting on 14 November 1990.

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Works Division

It was not, however, until 16 January 1991, that the Transportation and Works (Traffic Regulation) Sub Committee resolved to introduce the measures which have now been implemented.

The expectations of these measures are that by creating, in a distinctive texture and colour, a width of new footway and introducing, over its length, a "No Waiting At Any Time" restriction, the garages will be provided with a more usable area of forecourt, the management of which is for them to organise, whilst pedestrians will have a clear and distinctive footway which is unequivocally part of the public highway and obliged to be kept clear of obstruction by a fully enforceable "No Waiting At Any Time" Order. As these measures are still in their infancy, it is not yet possible to comment on their effectiveness, but since the introduction of the prohibition of waiting, should vehicles park on or alongside the footway, an offence is committed and can now be addressed by the Police Authority.

I hope that in the above paragraphs I have adequately outlined the history of the problems on and around Oakfield Road which the Council have attempted to rectify.

Yours faithfully

R. W. Lee

for DIRECTOR OF WORKS