

**Proposed Traffic Regulation Orders Hempshaw Lane / Marsland Terrace /Banks Lane (TCAP609) & Hall Street/Turncroft Lane/Banks Lane (TCAP604)**

**Report of the Corporate Director for Place Management and Regeneration**

**1. MATTER FOR CONSIDERATION**

- 1.1 To seek comments from the Committee and approval from the Cabinet Member for Sustainable Stockport regarding the introduction of Traffic Regulation Orders required to implement the Town Centre Access Plan scheme “TCAP604” (Hall Street, Banks Lane junction) and the cycle improvements scheme “TCAP609” in vicinity of Hempshaw Lane and Marsland Terrace.

**2. INFORMATION**

- 2.1 Members will be aware that the TCAP package is a £73.2M scheme which has been prioritised within the Greater Manchester Growth Plan for delivery between 2015 and 2020. The package provides a multi modal plan to improve access to and around Stockport town centre including the routes to the M60 junctions.
- 2.2 The TCAP scheme has been developed to bring forward the following transport benefits:
- Improve access to key regeneration and development sites in the town centre;
  - Improve access to/from the M60 motorway through congestion relief to key routes such as St Mary’s Way/ Hempshaw Lane and around M60 Junction 1;
  - Reduce the volume of traffic on the A6 through the town centre, with improved accessibility to Town Centre destinations;
  - Enhance the environment along the A6 through the town centre to assist in creating a positive sense of arrival for this linear gateway;
  - Improve linkages between the town centre and the bus and train stations;
  - Lessen the impact of the A6 as a barrier between the east and west of the town centre for pedestrians, and similarly the M60 as a barrier between the north and south of the town centre for pedestrians and cyclists;
  - Build on the existing cycle routes into the town centre from the east and west, and south-east;
  - Provide bus reliability improvements on east/west routes into the town centre;
  - Provide a more resilient highway network better able to respond to incidents and accidents in general and reduce the risk of rail bridge strikes on George’s Road in particular;
  - Improve access and road safety for pedestrians and cyclists between the town centre and surrounding areas; and provide better wayfinding through an improved signing strategy.
- 2.3 Alterations to existing traffic orders are required as a result of:

- Highway widening works at the junction of Hall Street, Turncroft Lane, Banks Lane and Park Lane.
- Proposed cycle improvements in the vicinity of Hempshaw Lane /Maplecroft junction and near Harold Street/Banks Lane junction and also on Maplecroft /Knowsley Road junction

2.4 The proposed Traffic Regulations Orders (TROs) to be advertised are detailed in this report and are as follows:

- Revocation of the existing waiting orders affected by highway alterations
- Proposed No Waiting at Any Time on parts of Turncroft Lane, Hall Street, Banks Lane, Park Lane, Offerton Lane and Hampson Street, Hempshaw Lane, Maplecroft, Harold Street, Knowsley Road
- Proposed Limited Waiting, 1 Hour Monday-Saturday 8am-6pm No Return 1 Hour within the layby outside Hall Street shops near the Graham Road junction.
- Prohibition of Left Turn between Banks Lane's offside lane and Hall Street as part of the proposed junction /signal improvements
- Proposed Toucan crossing facility on Banks Lane north of Harold Street
- Proposed shared use cycle/pedestrian facilities on Hall Street, Turncroft Lane, Hempshaw Lane, Marsland Terrace, Lowndes Lane, Harold Street, Banks Lane and the path linking Banks Lane with Maplecroft

2.5 The highway proposals for TCAP604 include provision of a Yellow box junction markings on Hall Street's southbound carriageway at its junction with Turncroft Lane and on Offerton Lane's northbound carriageway at its junction with Graham Road. **Traffic regulation orders are not required when installing yellow box junction road markings, however a full consultation with the police was undertaken to ensure the markings comply to Section 36 of the Road Traffic Act 1988 for enforcement.**

2.6 Before new Traffic Regulation Orders can be introduced, existing Orders need to be revoked. A schedule of the orders to be revoked is included in Appendix A.

2.7 To improve links to the wider cycle network Toucan crossing facilities are proposed as part of new traffic signal installations at the Hall Street /Turncroft Lane/Banks Lane junction with stand-alone facilities proposed on Hempshaw Lane and Banks Lane north of its junction with Harold Street (refer to drawings: 0527/604/TRO/002 and 0527/609/TRO/002 attached to this report).

### 3. FUNDING

3.1 The costs associated with making the proposed traffic regulation orders will be met by funding received for the Town Centre Access Plan (TCAP).

## **4. RECOMMENDATIONS**

- 4.1 The Corporate Director for Place requests that the Central Stockport Area Committee comments on this report and recommends the Cabinet Member for Sustainable Stockport approves the legal advertising of the Traffic Regulation Orders contained in Appendices A&B and, subject to no objections being received within 21 days from the advertisement date the orders can be made.

### **Background Papers**

There are none.

Anyone wishing to inspect the above background papers or requiring further information please contact Tim Lawton on telephone number Tel: 0161 474 2986 or alternatively email [Tim.lawton@stockport.gov.uk](mailto:Tim.lawton@stockport.gov.uk)

## **Appendix A**

1. **Proposed Revocation of existing Waiting Traffic Regulation Orders (refer to drawing refs: 0527/604/TRO/001 and 0527/609/TRO/001)**
- 1.1 Existing Waiting Traffic Regulation Orders are proposed to be revoked on the lengths of streets described below:

### **Revocation of Limited Waiting and Loading 1 hour Monday to Saturday 8am-6pm , No Return within 1 hour**

#### **Hall Street**

North-East side – From a point 9m north west of the intersection of the northern kerb line of Graham Road for a distance of 22 metres in a north-westerly direction

#### **Revocation of No Waiting at Any Time (double yellow lines)**

#### **Turncroft Lane**

Both sides – From a point 9.5 metres south east of the projected southern building line of property No 277 heading in a south easterly, then south westerly direction to the intersection of the northern kerb line of Hall Street.

#### **Park Lane**

Both sides – From the intersection of the eastern kerb line of Turncroft Lane to a point 3.5 metres south west of the projected southern building line of property No 8

#### **Hall Street**

Both sides – From the intersection of the northern kerb line of Graham Road to a point 100 metres north west of the intersection of north western kerb line of Banks Lane.

#### **Offerton Lane**

Both sides – From the intersection of the south eastern kerb line of Graham Road for a distance of 62 metres in a south easterly direction.

#### **Banks Lane**

Both sides – From the intersection of the south westerly kerb line of Hall Street for a distance of 54 metres in a south easterly direction.

East side – From the intersection of the northern kerb line of Harold Street for a distance of 2 metres in a northerly direction.

### **Hempshaw Lane**

North side – From a point 9 metres east of the intersection of the eastern kerb line of Marsland Terrace for a distance of 25 metres in a westerly direction.

### **Hempshaw Lane**

South side – From the intersection of the western kerb line of Lowndes Lane for a distance of 8 metres in a westerly direction.

### **Marsland Terrace**

Both sides – From the intersection of the northern kerb line of Hempshaw Lane for a distance of 10 metres in a northerly direction.

### **Harold Street**

North side – From the intersection of the eastern kerb line of Banks Lane for a distance of 2 metres in an easterly direction.

## **Appendix B**

### **2. Proposed Moving Traffic Regulation Orders (refer to drawing refs: 0527/604/TRO/002 and 0527/609/TRO/002)**

#### **2.1. Prohibition of Left Turn**

- Between Banks Lane offside lane into Hall Street (northbound)

#### **2.2. Shared Use Cycle/Pedestrian Facilities**

The following areas of footway are to be converted into a cycle track under Section 65(1) of the Highways Act 1980 so to provide a shared use cycle/pedestrian facility.

#### **Hall Street**

South west side – From a point 6 metres south-east of the intersection of the south eastern kerb line of Hampson Street for a distance of 25 metres in a north westerly direction.

#### **Turncroft Lane / Hall Street Junction**

Central triangular traffic island

#### **Turncroft Lane**

Eastern side footway – From a point 6 metres north east of the intersection of the north easterly kerb line of Hall Street for a distance of 13 metres in a north easterly direction to the intersection n of the carriageway on Park Lane

#### **Path between Banks Lane / Knowsley Road**

From Banks Lane westerly footway 21 metres north of Harold Street junction for a distance of 42 metres in a westerly direction then 18 metres in a north-westerly direction, then 100 metres in a westerly junction as far as Knowsley Road's easterly footway

#### **Marsland Terrace**

West side footway – From a point 113 metres north of the intersection of the northern kerb line of Hempshaw Lane for a distance of 22 metres in a northerly direction.

East side footway – From a point 113 north of the intersection of the northern kerb line of Hempshaw Lane for a distance of 8 metres in a northerly direction, then 20 metres in and easterly direction.

West side footway – From its intersection with Hempshaw Lane northerly footway for a distance of 20 metres in a northerly direction.

## **Banks Lane**

West side footway – From a point 17 metres north of the junction of Harold Street for a distance of 8 metres in a northerly direction.

East side footway – From a point 11 metres north of the Harold Street junction for a distance of 44 metres in a northerly direction.

## **Harold Street**

North side footway – From a point 29 metres east of the intersection of the easterly kerb line of Banks Lane for a distance of 24 metres in a north-westerly direction

## **Hempshaw Lane**

South side footway – From its intersection with Chorlton Grove's eastern footway to its intersection with Lowndes Lane westerly footway in an easterly direction.

North side footway – From its intersection with Chorlton Grove's eastern footway to its intersection with Marsland Terrace westerly footway in an easterly direction.

## **Lowndes Lane**

West side footway – From a point 16 metres south of the intersection of the southern kerb line of Hempshaw Lane for a distance of 22 metres in a north westerly direction.

### **2.3. Toucan Crossing Facility (legal establishment notice only)**

- Hempshaw Lane, approximately 18 metres west of its junction with Marsland Terrace
- Banks Lane, approximately 20 metres north of its junction with Harold Street

### **3. Proposed Waiting Traffic Regulation Orders (refer to drawing ref: 0527/604/TRO/002)**

**Limited Waiting 1 hour Monday to Saturday 8am-6pm, No return within 1 hour**

## **Hall Street**

North east side – From a point 9 metres north west of the intersection of the north westerly kerb line of Graham Road for a distance of 22 metres in a north westerly direction.

**No Waiting at Any Time** (double yellow lines)

### **Turncroft Lane**

Eastern side – From the intersection of the northern kerb line of Hall Street to the projected southern boundary of property No 277 Turncroft Lane in a northerly, then north westerly direction.

Western side – From the intersection of the northern kerb line of Hall Street to a point 11 metres south east of the projected southern boundary of property No 277 Turncroft Lane first in a northern, then north westerly direction.

### **Park Lane**

Both sides – From the intersection of the eastern kerb line of Turncroft Lane to a point 7 metres south west of the projected south western boundary of property No 8 Park Lane.

### **Hall Street**

Both sides – From a point 51 metres north west of the intersection of the north western kerb line of Hampson Street to its junction with Graham Road.

### **Offerton Lane**

Both sides – From the intersection of the southern kerb line of Graham Road to a point 31 metres south west of the intersection of the southern kerb line of Little Street.

### **Banks Lane**

Both sides – From the intersection of the southern kerb line of Hall Street to the projected northern kerb line of Little Street.

### **Hampson Street**

Both sides – From a point 12 metres north east of the intersection of the northern kerb line of Hallgate Road in a north easterly direction to its north eastern extent including its cul-de-sac.

### **Hempshaw Lane**

North side – From a point 20 metres east of the intersection of the eastern kerb line of Marsland Terrace to a point 48 metres west of the intersection of the western kerb line of Marsland Terrace.

South side – From the intersection of the western kerb line of Lowndes Lane to a point 4 metres west of the intersection of the western kerb line of Chorlton Grove.



## **Marsland Terrace**

East side – From the intersection of the northern kerb line of Hempshaw Lane for a distance of 68 metres in a northerly direction.

West side - From the intersection of the northern kerb line of Hempshaw Lane for a distance of 23 metres in a northerly direction.

## **Harold Street**

North side – From the intersection of the eastern kerb line of Banks Lane for a distance of 30 metres in a north easterly direction.

## **Banks Lane**

West side – From a point 2 metres north of the projected northern kerb line of Harold Street for a distance of 34 metres in a northerly direction.