

Proposed Traffic Regulation Orders - Aurora Industrial Park (formerly Gorsey Bank)
TCAP Schemes 503, 504 & 506

Report of the Corporate Director for Place Management and Regeneration

1. MATTER FOR CONSIDERATION

- 1.1 To seek comments from members and approval from the Cabinet Member for Sustainable Stockport regarding advertising of Traffic Regulation Orders required to implement Town Centre Access Plan schemes TCAP503, 504 & 506 in the vicinity of the Aurora Industrial Park on Beacon Way (formerly the Gorsey Bank development site).

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 Changes in traffic orders in the vicinity of Stockport Road, Brinksway and Myrtle Street are required to facilitate highway alterations proposed as part of TCAP Scheme 503 (ie the new Beacon Way /Stockport Road junction)
- 2.4 The proposed Traffic Regulation Orders (TROs) to be advertised are detailed in this report and are summarised below:
- Proposed No Waiting at Any Time on Beacon Way (Aurora's spine road), Criccieth Road, Kingsland Road and Myrtle Street
 - Proposed shared use cycle/pedestrian facilities on footpaths either improved or created as part of the Aurora development providing a continuous cycle network connecting the A560 Stockport Road via Kingsland Road, Criccieth Road, Hoyle Road and Swythamley Road to employment centres such as Aurora Industrial Park, Kings Reach Business Park, and Stockport town centre via either off-carriageway routes and quiet roads
- 2.5 Before new Traffic Regulation Orders can be introduced, existing Orders need to be revoked. A schedule of the orders to be revoked are included in Appendix A of this report.
- 2.6 As part of the new junction created for the Aurora development and to improve links to the wider cycle network the former Zebra crossing on Stockport Road near Myrtle Street is replaced by a Toucan Crossing facility located on Stockport Road south-west of its junction with Beacon Way (refer to drawing ref: 0527/503/TRO/001 attached to this report).

3. FUNDING

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

4. CONCLUSIONS AND RECOMMENDATIONS

- 4.1 The Corporate Director Place requests that the Central Stockport Area Committee comments on this report and recommends that the Cabinet Member (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 further information please contact Tim Lawton on telephone number Tel: 0161 474 2986 or by email on tim.lawton@stockport.gov.uk

Appendix A

1. **Proposed Revocation of existing Traffic Regulation Orders (refer to drawing ref: 0527/503/TRO/002)**

Revocation of No Waiting At Any Time

A560 Brinksway

Both sides – From the intersection of the north-eastern kerb line of Beacon Way to a point 195 metres east of the projected eastern kerb line of Alder Grove.

A560 Stockport Road

Both sides – From the intersection of the south-western kerb line of Beacon Way to a point 62 metres south west of the intersection of the western kerb line of Myrtle Street

Myrtle Street

Both sides – From the intersection of the southern kerb line of Stockport Road for a distance of 6 metres in a south easterly direction.

Appendix B

1. Proposed Waiting and Loading/Unloading Traffic Regulation Orders **(refer to drawing refs: 0527/503/TRO/001 and NM8/5117/02)**

1.1. No Waiting At Any Time

A560 Brinksway

Both sides – From the intersection of the north eastern kerb line of Beacon Way to a point 195 metres east of the intersection of the eastern kerb line of Alder Grove.

A560 Stockport Road

Both sides – From the intersection of the south-western kerb line of Beacon Way to a point 62 metres south west of the intersection of the western kerb line of Myrtle Street

Beacon Way

North Eastern side – From the intersection of the north eastern kerb line of Stockport Road for a distance of 573 metres in a north westerly, then south westerly direction.

Beacon Way

South Western side – From the intersection of the north eastern kerb line of Stockport Road for a distance of 556 metres in a north westerly, then south westerly direction.

Kingsland Road

North Western (Cul-de-sac end) – From a point 2 metres north east of the south western kerb line of Kingston Road for a distance of 2 metres in a north easterly direction.

Criccieth Road

South Western (Cul-de-sac end) – From a point 2 metres north west of the southern kerb line of Criccieth Road for a distance of 2 metres in a north westerly direction.

Myrtle Street

North Eastern side – From the intersection of the south eastern kerb line of Stockport Road for a distance of 15 metres in a south easterly direction.

South Western side – From the intersection of the south eastern kerb line of Stockport Road for a distance of 10 metres in a south easterly direction.

2. Proposed Moving Traffic Regulation Orders (refer to drawing ref: 0527/503/TRO/001)

2.1 **Proposed Toucan Crossing Facility (establishment notice only)**

- Stockport Road, Toucan crossing located approximately 17 metres north-east of the intersection of the north eastern kerb line of Myrtle Street.

2.2 **Shared Use Cycle/Pedestrian Facilities on adopted highway (Moving TRO not required)**

Stockport Road / Brinksway footway

North side – From a point 15 metres south west of the intersection of the western kerb line of Alder Grove in a south westerly direction to the projected northern building line of property No 12 Stockport Road.

South side – From a point 23 metres south west of the intersection of the western kerb line of Alder Grove for a distance of 170 metres in a south westerly direction.

Path between Kingsland Road and Criccieth Road

From the northern extent of the cul-de-sac on Kingsland Road for a distance of 50 metres in a north westerly direction to the south western end of the cul-de-sac of Criccieth Road.

Beacon Way footway

North / North East side – From the intersection of the northern kerb line of the Brinksway for a distance of 203 metres in a north westerly, then south westerly direction.

Aurora Shared path

From the intersection of the northern kerb line of Beacon Way to its intersection of the northern kerb line of Swythamley Road for a distance of 635 metres first in a northerly direction, then in a westerly, south westerly direction.

Aurora Shared path

From the intersection of the northern kerb line at the cul-de-sac end of Hoylake Road for a distance of 217 metres in a north westerly direction.