

Massey Street

Both sides for its full Adopted extent (a distance of approx. 35 metres) and to tie in with the same on adjoining streets.

Lowe Street

South Westerly side from the North Westerly kerb line of John Street for a distance of 64 metres in a North Westerly direction and to tie in with the same on adjoining streets.

North Easterly side from the North Westerly kerb line of John Street for a distance of 15 metres in a North Westerly direction. From a point 3 metres South East of the South Easterly kerb line of Massey Street for a distance of 22 metres in a North Westerly direction and to tie in with the same on adjoining streets.

London Place

Both sides for its full Adopted extent (a distance of approx. 78 metres) and to tie in with the same on adjoining streets.

London Square

North Easterly side from the North Westerly kerb line of London Place for a distance of 76 metres to the limit of its Adopted extent and to tie in with the same on adjoining streets.

South Westerly side from the North Westerly kerb line of London Place for a distance of 11 metres in a North Westerly direction. From a point 12 metres South East of the South Easterly kerb line of Crowther Street for a distance of 31 metres in a North Westerly direction to the limit of its Adopted extent and to tie in with the aforementioned.

Crowther Street

Both sides for its full Adopted extent (a distance of approx. 80 metres) and to tie in with the same on adjoining streets.

No Waiting and No Loading at Any Time (Experimental):

Covent Garden

North Westerly side from the (extended) South Westerly kerb line of Lower / Middle Hillgate in a Westerly direction (following the kerb radius) for a distance of approx. 24 metres to a point level with the projected South Easterly kerb line of Banbury Street.

South Easterly side from the (extended) South Westerly kerb line of Lower / Middle Hillgate for a distance of approx. 7.5 metres in a Westerly direction (following the kerb radius) to a point 7.5 metres North East of the projected Easterly building line of No. 1.

**Pay & Display Max. Stay 3 Hours Monday to Saturday 8am – 6pm
(Experimental):**

Covent Garden

South Easterly side from a point 7.5 metres North East of the projected Easterly building line of No. 1 for a distance of 12.5 metres in a South Westerly direction (perpendicular bays 5m x 2.5m).

South Westerly side from a point 7.5 metres South East of the projected South Easterly kerb line of Banbury Street for a distance of 5 metres in a South Easterly direction (perpendicular bays 5m x 2.5m).

Lowe Street

North East side from a point 15 metres North West of the North Westerly kerb line of John Street for a distance of 26 metres in a North Westerly direction.

London Square

South West side from a point 11 metres North West of the North Westerly kerb line of London Place for a distance of 34 metres in a North Westerly direction.

Relevant Scrutiny Committee (if decision called in): **(d)**
Communities & Housing Scrutiny Committee

Background Papers (if report for publication): **(e)**

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Max Townsend
Tel: 0161 474 4861

‘Urgent Business’: **(f)** **YES / NO (please circle)**

Certification (if applicable)

This report should be considered as ‘urgent business’ and the decision exempted from ‘call-in’ for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as ‘urgent business’ was obtained on _____ /will be obtained before the decision is implemented.

Covent Garden Village, Stockport

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

To approve experimental Traffic Regulations Orders (TRO's) relating to Covent Garden Village in the Town Centre.

2. BACKGROUND

Members will be aware of the Covent Garden Village Development (opened 2019) which is a major housing-led regeneration project in a historical part of the town centre. As part of the development works it will be necessary to revoke the historical TRO's and introduce revised parking restrictions to consolidate the new layout.

3. PROPOSALS

The historical layout of the streets under consideration (pre-development) is shown on attached drawing number: **4252/001**.

The proposed TRO's are shown on attached drawing number: **4252/002**. Please see the notes below:

- Vehicles have been observed driving over and parking on the footway in the landscaped area on Covent Garden. To create a healthier and safer environment in this locality, the proposals include a prohibition of Waiting and Loading around the radius of the kerb. For information, there are Loading Only restrictions on this part of Middle Hillgate for deliveries to local premises.
- In order to consolidate 24-hour access to all the new properties, the yellow line restrictions will be for No Waiting at Any Time (double yellow lines).
- The existing Pay and Display bays on Covent Garden, Lowe Street and London Square will remain unchanged as will be the One-Way order on part of Garnett Street.
- For the sake of clarity and to avoid unnecessary confusion, it makes sense to simply revoke all the non-moving TRO's relating to the historical layout of the area; and introduce the proposed TRO's as shown.
- With new properties being occupied with access requirements, it is recommended (for the sake of expediency) to introduce the orders on an experimental basis.

4. LEGAL POSITION/IMPLICATIONS

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. CONSULTATION

As and when the experimental order is made, local households and premises will be notified and will have opportunity to return a formal objection during the experimental period (18 months).

6. FINANCIAL IMPLICATIONS

A contribution of £6K for TRO's was forthcoming from the Developer as part of the planning conditions.

7. TIMESCALES

If approved the order could be implemented on site in early 2021.

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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.

9. CONCLUSIONS AND RECOMMENDATIONS

The Area Committee recommend that the Cabinet Member (Sustainable Stockport) approves the following:

Revoke all existing non-moving Traffic Regulation Orders on the streets listed below (Experimental):

Covent Garden, Banbury Street, Garnett Street, Massey Street, Lowe Street, London Place and London Square

Their full Adopted lengths according to the historical layout previous to redevelopment in 2019.

Introduce No Waiting at Any Time (Experimental):

Covent Garden

South Westerly side from a point 5 metres South West of the projected Easterly building line of No.1 for a distance of 7.5 metres in a North Westerly direction.

South Easterly side from a point level with the projected North Easterly kerb line of Banbury Street for a distance of 5 metres in a North Easterly direction; then for a distance of 7.5 metres in a South Easterly direction (following the kerb line).

North Westerly side from the North Easterly kerb line of Banbury Street for a distance of 10 metres in a North Easterly direction; then 5 metres in a South Easterly direction (following the kerb line).

Banbury Street

Both sides for its full Adopted extent (a distance of approx. 73 metres) and to tie in with the same on adjoining streets.

Garnett Street

Both sides for its full length Adopted extent (a distance of approx. 110 metres) and to tie in with the same on adjoining streets.

Massey Street

Both sides for its full Adopted extent (a distance of approx. 35 metres) and to tie in with the same on adjoining streets.

Lowe Street

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Background Papers

Anyone wishing further information please contact Max Townsend on telephone number Tel: 0161 474 4861 or by email on max.townsend@stockport.gov.uk