

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Thornway Area - No Motor Vehicles Except for Access

Report to: (a) Marple Area Committee

Date: Wednesday, 10 March 2021

Report of: (b) Joint report of the Corporate Director for Place Management & Regeneration and the Head of Legal, Democratic Governance

Key Decision: (c) ***NO / ~~YES~~*** (Please circle)

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

To consider the objections to the proposed Traffic Regulation Order 'No Motor Vehicles Except for Access' restrictions at the junction of Thornway from Wybersley Road, Beechway from Carr Brow, Daisy Way and Meadway from Andrew Lane.

Recommendation(s):

That the Order be made as advertised

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: Zoe Allan/Eraina Smith
Tel: 0161 474 3138/4911

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

Thornway Area - No Motor Vehicles Except for Access

Joint report of the Corporate Director for Place Management & Regeneration and the Head of Legal, Democratic Governance and Estate & Asset Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of objections received to a proposed introduction of 'No Motor Vehicles Except for Access' restrictions at the junction of Thornway from Wybersley Road, Beechway from Carr Brow, Daisy Way and Meadway from Andrew Lane, High Lane.
- 1.2 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

2. INFORMATION AND ADVICE

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

3. OBJECTIONS AND COMMENTS

- 3.1. The objections and points raised has been categorised, analysed and detailed below with a response.

No.	Objection	Number of times raised	Response
1	Concerns related to the numbers of vehicles using Carr Brow, Wybersley Road, A6 or Andrew Lane and congestion as a result of the 'Access Only' area.	6	Carr Brow and Andrew Lane are both classified as local distributor routes on the SMBC road hierarchy. As such, it is expected that these routes will see higher levels of traffic than neighbouring residential areas. High Lane Primary School has been identified as part of the council's Road Safety Around Schools programme and will seek to provide small scale improvements to address concerns that are impacting the uptake of walking and cycling to the school.

2	Concern from Andrew Lane and Carr Brow residents that they will be prohibited from utilising adjacent residential streets as part of their car journeys	3	Carr Brow and Andrew Lane are both classified as local distributor routes on the SMBC road hierarchy whilst the roads identified within the proposed 'Access Only' area are residential in nature. It is the intention that Carr Brow and Andrew Lane be utilised to facilitate local journeys (that do not have destinations within the proposed access only area). It is also considered that the prohibition of the through route would lead to a negligible increase in journey distance. For example the route from the junction of Carr Brow / Beechway to Meadway / Andrew Lane is c. 725m via the residential estate and c. 825m via the A6 and Andrew Lane.
3	Requests for Carr Brow or Andrew Lane to be included within the scheme.	2	Carr Brow and Andrew Lane are both classified as local distributor routes on the SMBC road hierarchy. As such, it is expected that these routes will see higher levels of traffic than neighbouring residential areas. It is the intention for these routes to be used as through routes and therefore including them within Access Only areas does not fall in line with the road hierarchy within the area.
4	Concerns related to the enforcement of the Access Only area in relation to policing.	2	It is out of SMBC's jurisdiction to enforce the measures as it is moving offence and therefore classified as a criminal offence. SMBC is unable to comment on the ability of GMP to enforce the proposed restriction.
5	The existing rat running only impacts a short section of Thornway	1	Due to the nature of the road it is considered appropriate to consider the roads identified as a whole as they form a residential zone, surrounded by distributor roads (Wybersley Road, Carr Brow, Andrew Lane and the A6) classified as distributor roads.

6	Concerns related to the impact of increased traffic flow over the existing Andrew Lane canal bridge	1	<p>Due to the location of the 'No Motor Vehicle Except for Access' zone in relation to the Andrew Lane canal bridge it is not considered likely that the proposals will lead to a material impact on the volume of traffic utilising the canal bridge. All bridges on the adopted highway network, except those with a signed weight restriction (there is a 7.5T restriction in place), are suitable for C&U vehicles (The Road Vehicles (Construction and Use) Regulations 1986). That is any vehicle of maximum width of 2.75m and for a semi-trailer of maximum total laden weight of 32520kg. The maximum weights are laid down in government legislation and these include standard axle weights.</p> <p>This means that any bridge must be satisfactory to carry any C&U vehicle and these vehicles should not be detrimental to the bridge.</p>
7	Concern related to the impact on speed along Carr Brow	1	SMBC are in the process of reinstating the chicanes on Carr Brow which should act to reducing the speed of vehicles along this road.
8	Need to focus on solving the problems along the A6 as the rat running occurs due to heavy traffic	1	SMBC is aware of the congestion along the A6 during peak hours. Signal operations at the A6 / Windlehurst Road junction have previously been reviewed and optimised but will be re-examined following the lifting of all COVID19 related restrictions if reports of congestion problems on the A6 persist.

4. FINANCIAL IMPLICATIONS

- 4.1. There are no financial implications arising from the recommendations in this report.

5. LEGAL IMPLICATIONS

- 5.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

6. REASONS FOR RECOMMENDATIONS

- 6.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 6.2. The Committee should make a decision in respect of the objections received so that the scheme can be progressed and the 'No Motor Vehicles Except of Access' restriction is introduced or abandoned.

7. ALTERNATIVES CONSIDERED

Ordinarily, traffic services has recommended that traffic surveys be carried out to determine the volume and speed of vehicles on these roads, along with the proportion of vehicles using the route for access and those using it as a through route. This enables officers to advise on the impact of potential measures. In this instance, the local councillors are of the view that these are not necessary and no survey work is required and that the proposed scheme will have the desired impact. It should be noted that at the present time it is not possible to conduct representative surveys due to impacts on traffic levels from COVID 19.

8. RECOMMENDATIONS

- 8.1. It is recommended that:
- 8.2. The Area Committee note all Traffic Regulation Orders where objections have been considered by officers;
- 8.3. The Traffic Regulation Order be made as originally advertised.
- 8.4. That the objectors are informed of the decision.

Background Papers

The Background papers to this report are contained in the files of the Council Solicitor File RefZLA PLA005 2113 and in the files of the Corporate Director of Place, File Ref: NM8/5139.

Anyone wishing further information please contact Zoe Allan or Eraina Smith on telephone number Tel: 0161 474 3138/4911 or by email on zoe.allan@stockport.gov.uk eraina.smith@stockport.gov.uk