

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Proposed Traffic Regulation Orders Romiley District Centre

Report to: (a) Werneth Area Committee
(b) Cabinet Member (Economy and Regeneration)

Date: Monday, 2 August 2021

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

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

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

Summary:

To consider objections received to a number of proposed Traffic regulation Orders in Romiley District Centre.

Recommendation(s):

See Conclusion and Recommendations.

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

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

Proposed Traffic Regulation Orders Romiley District Centre

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Members are asked to consider objections received to proposed Traffic Regulation Orders in Romiley District Centre and recommend to the Cabinet Member (Economy and Regeneration) which of the orders advertised should be made and which should be omitted.

2. BACKGROUND

- 2.1. The report: MAYOR'S CYCLING AND WALKING CHALLENGE FUND – ROMILEY DISTRICT CENTRE IMPROVEMENTS was reported to Werneth Area Committee on 8th March 2021. The report detailed the results of the recent consultation exercise carried out with residents and businesses around the Romiley area in relation to proposals to improve Romiley Village Centre, in particular by reducing traffic speeds, improving cycle facilities and providing better crossing points of the main road and at side roads. The report was approved and subsequently a number of Traffic Regulation Orders were advertised and a number of objections were received.

3. LEGAL POSITION/IMPLICATIONS

- 3.1. 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.

4. CONSULTATION

- 4.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 4.2. When the order was advertised affected frontages were written to and objections invited.

5. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

- 5.1. 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".

5.2. 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.

6. OBJECTIONS AND COMMENTS ON OBJECTIONS			
Category	Comments	Designers Response	Number
Speed Limit / Speeding	Concern that 20mph limit will encourage rat running, if other areas remain at 30mph.	20pmh speed limits are generally used where there are higher levels of pedestrian movements, for example in front of shops. Further 20mph speed limit areas in residential streets of Romiley may be created as part of the Active Neighbourhood programme at a later date.	1
	Why is Lyme Grove, Beech and Oak Avenue to be made 20 MPH zones, while Carlton is to remain at 30 MPH	Lyme Grove, Beech Ave and Oak Ave are wholly accessed from the proposed 20mph speed limit on Compstall Road. Carlton Ave does not access the 20mph speed limit on Compstall Road. Further 20mph speed limit areas in residential streets of Romiley may be created as part of the Active Neighbourhood programme at a later date.	1
Air Pollution / Air Quality	Air pollution / air quality (due to Central Drive one-way)	The volume of diverted traffic is considered to be too small to lead to air quality exceedances.	1
Loss of Amenity	Loss of amenity to residents on other roads due to increased traffic as a consequence of the one-way on Central Drive, including poor air quality and increased congestion on Stockport road.	The volume of diverted traffic is considered to be too small to lead to air quality exceedances. Whilst some traffic will need to use Central Drive / Park Ave or Park Rd and Sandy Lane to return to Stockport Road this will be balanced by reduced traffic using Central Drive in a southbound direction.	1
Congestion	Congestion (due to one-way Central Drive)	Traffic not being able to access Stockport Road from Central Drive will be accommodated by improving access from Sandy Lane to Stockport Rd / Compstall Rd by creation of a mini-roundabout junction.	2
Traffic Volume	Rat running on other roads as a consequence of 20MPH limit and traffic calming	Traffic flows in the area will be monitored. Further 20mph speed limit areas in residential streets of Romiley may be created as part of the Active Neighbourhood programme at a later date.	4
Gorsey Brow / B6104 Junction	The puffin crossing at junction near Hole House Fold will make the area busy and create problems at the junction of Gorsey Brow and Stockport Road.	It is unlikely that the presence of this crossing will worsen congestion at this junction, in fact by creating gaps in the westbound flow it may actually make it easier to make right turns into / out of Gorsey Brow.	1
Carlton Avenue	Carlton Avenue has been left out of the plan, to remain at 30 MPH. Carlton Ave is used as a rat run by speeding vehicles. Mini roundabout at the bottom of Sandy Lane and a crossing adjacent to the Stock Dove pub will only exacerbate the problem.	Traffic flows in the area will be monitored. Further 20mph speed limit areas in residential streets of Romiley may be created as part of the Active Neighbourhood programme at a later date.	1
Safety	1) Guywood Lane / Compstall Road junction, including bus-stop visibility. 2) Carlton Avenue (school children) 3) Speeding / rat running due to Central Drive one-way.	The whole Romiley Crossings scheme has been subject to a Road Safety Audit. No safety concerns were raised in relation to the bus stop west of Guywood Lane and it is therefore recommended that bus stop remains in its proposed location. Whilst some traffic will need to use Central Drive / Park Ave or Park Rd and Sandy Lane to return to Stockport Road this will be balanced by reduced traffic using Central Drive in a southbound direction. Traffic flows in the area will be monitored. Further 20mph speed limit areas in residential streets of Romiley may be created as part of the Active Neighbourhood programme at a later date.	6
Poor Junction Visibility	Guywood Lane / Compstall Road junction, including proposed bus-stop.	The whole crossings scheme has been subject to a Road Safety Audit. No safety concerns were raised in relation to the bus stop west of Guywood Lane and it is therefore recommended that bus stop remains in its proposed location.	3
Proposed Crossing	Proposed signalled controlled crossing near Hole House Fold is in the wrong location and concerns with forward visibility to crossing	Drivers will have the required forward visibility to the primary signal heads although the view of the offside secondary signal may be obscured by the alignment of the road. This can be mitigated with an additional nearside secondary signal. Relevant advanced signage will be implemented for the crossing for approaching road users. Crossing is suitably located for available road space, accessibility and footway links.	1
	Proposed signalled controlled (Stock Dove Inn)	Signalled controlled crossings better suited for a District Distributor Route due to large traffic flows and to provide safe crossing locations for pedestrians and cyclists.	1

Traffic Calming	Speed tables and junction tables not required	Speed tables and Junction tables are designed to slow down all approaching traffic which should provide a safer environment for road users. The side road junction tables should slow turning movements making the junction safer for pedestrians crossing the side road.	4
Noise / Vibration (Traffic calming)	Concerns with vibration due to vertical traffic calming	Although noise and vibration from speed tables can be perceived, such vibration is not likely to cause damage to adjacent properties. Speed tables are much quieter than speed cushions due to their shallow ramps. As a result of ground investigations some features may need to be deleted to avoid potential damage to underground services. This will increase spacing between some remaining features. Whilst it is within a 20mph speed limit, this would technically be acceptable to do so and it is unlikely to result in safety problems, it could lead to them being encountered at higher speed so increasing noise / disturbance from them. Members may wish to consider whether, in the light of this, the Stockport Road / Compstall Road traffic calming measures should be retained within the scheme. Speed tables within side road junctions could still be retained in the scheme helping to protect pedestrians from turning vehicles. As the recommendation is to omit the vertical traffic calming features from Stockport Rd / Compstall Rd, other measures could be introduced to compliment the 20MPH speed limit, such as illuminated speed limit signage.	2
Stopping Up of Central Drive	Concerns with the proposed closure of Central Drive	Following the consultation responses, other measures are now being proposed for Central Drive	3
Guywood Lane / B6104 Junction	Concerns with Guywood Lane and Romiley Station car park junction	Kerb realignment at the entry point into the station car park and Guywood Lane already being proposed at this location to help reduce speeds and improve crossing points.	3
Parking	Concerns with loss of parking bays (between John Street & Romiley Station / negaive impact on trade)	The parking bays are being removed to provide forward visibility to proposed Puffin crossing.	1
Parking / Drive Access		The resident has been contacted	
Rat running	Concerns with residential areas being used at rat runs	Residential areas under review as part of Romiley Active Neighbourhood initiative.	7
Bus Stop Relocation	Concerns relating to bus stop relocation near Guywood Lane (Re: Concerns about visibility)	The bus stop is being relocated for the proposed Puffin crossing.	2
Sandy Lane roundabout	Concerns with proposed roundabout (Sandy Lane)	The proposed roundabout will replace the existing junction to help improve traffic movement through the junction and along with a raised tables, should also act as a traffic calming feature and should not have any significant impact on traffic flows.	2
Consultation			3

7. CONCLUSIONS AND RECOMMENDATIONS

7.1. It is recommended that the following orders be made as advertised:

- (Green Lane And Other Roads, Stockport) (Prohibition And Restriction Of Waiting And Limited Waiting) (Revocation) Order 2021
- (Compstall Road, And Other Roads) (20mph Speed Limit) Order 2021
- (Central Drive, Stockport) (One Way Traffic) Order 2021
- (Central Drive, Stockport) (Prohibition Of Entry Except For Pedal Cycles) Order 2021
- Notice Of Establishment Of a 'Sparrow' Parallel Signal Crossing At Compstall Road
- Notice Of Establishment Of a 'Toucan' Signal Crossing At Compstall Road
- Notice Of Establishment Of a 'Puffin' Signal Crossings At Stockport Road
- Notice Of Proposal To Install Traffic Calming On Stockport Road And Other Roads (Junction Tables (75 mm High 1:15 Gradient))
 - Hill Street, at its junction with Stockport Road, entire width of road from the intersection of Stockport Road for approximately 5 metres in a northerly direction.
 - John Street, at its junction with Stockport Road, entire width of road from the intersection of Stockport Road for approximately 5 metres in a northerly direction.
 - Church Lane, at its junction with Stockport Road, entire width of road from the intersection of Stockport Road for approximately 13 metres in a southerly direction.
 - Oakwood Road, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 10 metres in a southerly direction.
 - Central Drive, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 7 metres in a northerly direction.
 - Beechwood Avenue, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 7 metres in a southerly direction.
 - Lyme Grove, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 9 metres in a southerly direction.
 - Birch Avenue, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 12 metres in a southerly direction

7.2. It is recommended that the following orders be omitted from the scheme. This follows further detailed site investigations which has revealed site constraints.

- NOTICE OF PROPOSAL TO INSTALL TRAFFIC CALMING ON STOCKPORT ROAD AND COMPSTALL ROAD (Flat Top Hump (75 mm High 1:15 Gradient))
- Notice Of Proposal To Install Traffic Calming On Stockport Road And Compstall Road (Flat Top Hump (75 Mm High 1:15 Gradient))
 - Stockport Road, entire width of road from a point 7 metres west of its junction with Beech Lane for approximately 11 metres in a westerly direction.
 - Compstall Road, entire width of road from a point 6 metres west of its junction with Lyme Grove for approximately 8 metres in a westerly direction.
 - Compstall Road, entire width of road from a point 14 metres east of its junction with Birch Avenue for approximately 15 metres in an easterly direction.
- NOTICE OF PROPOSAL TO INSTALL TRAFFIC CALMING ON STOCKPORT ROAD AND OTHER ROADS (Junction Tables (75 mm High 1:15 Gradient))
 - Stockport Road, at its junction with Hill Street, entire width of road from a point 8 metres west of its junction with Hill Street for approximately 18 metres in an easterly direction.
 - Stockport Road, at its junction with John Street, entire width of road from a point 7 metres west of its junction with John Street for approximately 17 metres in an easterly direction.
 - Compstall Road, at its junction with Oakwood Road, entire width of road from a point 4 metres west of its junction with Oakwood Road for approximately 17 metres in an easterly direction.
 - Compstall Road, entire width of road from a point 8 metres west of the westerly kerbline of Sandy Lane to a point 18 metres east of the easterly kerbline of Sandy Lane.
 - Sandy Lane, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 16 metres in a northerly direction.

7.3. A further recommendation is the removal of the existing temporary traffic calming measures, which were installed along Compstall Road and Stockport Road as part of the Safer Streets Saves Lives scheme.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan on telephone number 0161 474 4907 or by email on nick.whelan@stockport.gov.uk