

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Covent Garden, Stockport

Report to: (a) Central Stockport Area Committee **Date:** Thursday, 27 January 2022

Report of: (b) Corporate Director for Place Management & Regeneration

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

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

Summary: To make permanent the experimental Traffic Regulation Order (TRO) covering the Covent Garden Village Development in the Town Centre.

Recommendation(s): The Area Committee is asked to decide whether the TRO schedule below should now be established on a permanent basis:

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

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:

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

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:

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:

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 make permanent the experimental Traffic Regulation Order (TRO) covering the Covent Garden Village Development in the Town Centre.

2. BACKGROUND

Members will recall that in November 2020 an experimental TRO was made to consolidate traffic management on the Covent Garden Village Development which is a major housing-led regeneration project in a historical part of the town centre. The TRO was made on an experimental basis to expedite the introduction of restrictions on-site to avoid serious issues with access, parking and obstruction for all traffic (Inc. Emergency Services).

The experimental TRO is effectively on advert for 18 months after which a decision needs to be made on whether the TRO should be made permanent. As things stand (January 2022) Legal Services have not received any formal objections in relation to the order and the officer in charge is not aware of any complaints relating to the measures. In the expectation that no formal objections will be forthcoming, it would be prudent to approve the TRO as permanent now - in readiness for when the experimental period has expired.

3. PROPOSALS

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

The experimental / proposed TRO's are delineated on attached drawing number: **4252/002**.

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. FINANCIAL IMPLICATIONS

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

6. TIMESCALES

The experimental order is expected to be made permanent in 2022.

7. 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.

8. CONCLUSIONS AND RECOMMENDATIONS

The Area Committee is asked to decide whether the TRO schedule below should now be established on a permanent basis:

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

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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