

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Mayor's Cycling and Walking Challenge Fund – Romiley to Stockport Walking and Cycling Route - Traffic Regulation Order Objection Report

Report to: Werneth Area Committee	Date: Monday, 7 March 2022
Central Stockport Area Committee	Date: Thursday, 10 March 2022
Cabinet Member (Economy & Regeneration)	

Report of: (b) Director of Place Management

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

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

Summary:

This report provides results of a consultation on the Mayor's Challenge Fund (MCF) Romiley to Stockport Walking and Cycling Route proposals which include measures to reduce traffic speeds, improve walking and cycling facilities and provide better crossing points of main roads and at side roads and seeks a recommendation that the Cabinet Member (Economy and Regeneration) approves the scheme.

Recommendation(s):

That Members of both the Central Area Committee and the Werneth Area Committee consider the comments made in this report, and recommend that the Cabinet Member (Economy and Regeneration) approve the various traffic orders 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: Nick Whelan
Tel: 07800 618251

'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.

Mayor's Cycling and Walking Challenge Fund – Romiley to Stockport Walking and Cycling Route - Traffic Regulation Order Objection Report

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of one objection received to the proposed introduction of a Traffic Regulation Order (TRO), to introduce 'No Waiting at Any Time' parking restrictions on Urwick Road at its junction with Chadkirk Road / Church Lane junction, and also a response in respect to a technical issue in respect to the wording of road names in the Traffic Regulation Order (TRO) schedule for the same roads as the objector.
- 1.2 To ensure that objections to the permanent TRO's are appropriately and efficiently considered. The scheme extends from Werneth Area Committee area into the Central Area Committee area. Whilst the only objection received relates to a local road in the Werneth Area due to the extent of the scheme it still needs to be referred to the Cabinet Member (Economy and Regeneration) to approve the orders.

2. BACKGROUND

- 2.1. Work has started on a Greater Manchester wide programme to make journeys on foot or by bike easier and more attractive. Greater Manchester's Cycling and Walking Commissioner has unveiled an innovative new plan to create a city region wide cycling and walking network that includes Stockport. The Bee Network will consist of more than 1800 miles of routes and will be the largest joined up system of walking and cycling routes in the UK.
- 2.2. In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund. This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity. In Stockport a number of schemes have been developed one of which is the Romiley to Stockport Walking and Cycling Route
- 2.3. The consultation plans produced showed the proposed measures to provide a new walking and cycling link between Romiley and Stockport. The route is approx. 4 miles (6.5km) long between the Cherry Tree estate and the Town Centre. It runs along a combination of off-road paths and quiet roads avoiding busy main roads, but where it does encounter them it provides off-road cycle paths and signal-controlled crossings.
- 2.4. As part of the proposals the legal advertising of various Traffic Regulation Orders have been advertised to support the scheme to include:-
 - Prohibition of Waiting
 - Prohibition of Driving

- 20mph Speed Limit
- Establishment of Toucan Crossings
- Proposal to install Traffic Calming

3. OBECTIONS AND COMMENTS

- 3.1 The objector made comment that they had always known the first section of what SMBC are calling Urwick Road as Church Lane, and that historically has always been one continuous road going back to pre-victorian days.
- 3.2 Installing the proposed 'No Waiting at Any Time' parking restrictions is unfair due to the alignment and layout of the junction. Why has SMBC changed the rules again, when the old / new plans show it to be Church Lane.
- 3.3 If the measures are introduced where will the visitors park, as well as decreasing the value of properties.
- 3.4 The objector also made comment that when Romiley is having any kind of works done Beech Lane, Church Lane and Urwick Road is a cut through. Beech Lane is a very narrow lane and trying to make this into a cycle track and put lanes through Beech Lane, Church Lane and Urwick Road will cause accidents! Just have a survey of how dangerous it would be to put in a cycle lane when only one car can pass at a time.
- 3.5 Other comments were raised but these are not related to the advertised Traffic Regulation Orders and just related to general issues with SMBC
- 3.6 The resident who responded in respect to the technical issue, was not objecting to the proposed measures of introducing the 'No Waiting at Any Time' parking restrictions, but pointed out that they object to the 'Order' as drafted as it contains a very basic error which creates ambiguity as to what is intended. Indeed as stated it does not make sense and any waiting restrictions would be in the wrong place and would not achieve what was set out in the public consultation undertaken previously.
- 3.7 The resident pointed out the same issue raised by the objector in that Urwick Road only has a connection to Church Lane (to which it abuts), and that the first section of Urwick Road as we know it is in fact historically know as Church Lane.

Response

- 3.8 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 and the Council as highway authority has a duty to assert and protect the public's use of the highway network. 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.
- 3.9 The Council has a duty for the general public and to try and alleviate any potential difficulties in accessing roads. The proposed parking restrictions will reinforce the Highway Code item 243 DO NOT stop or park:-
 - Opposite or within 10 metres of a junction

- At or near a bus stop
- Opposite a traffic island
- In front of an entrance to a property
- On a bend

3.10 SMBC use a software package called QGIS which is based on the street gazateer generated by Ordnance Survey on which all of the existing / proposed Traffic Regulation Orders are based on and mapped.
For reference purposes an extract from QGIS of the area in question can be seen in **Figure 1** which shows Urwick Road which runs from the centre of Chadkirk Road / Church Lane.

3.11 SMBC have also obtained an extract from historical mapping which can be seen in **Figure 2** which shows that Urwick Road runs from the current 'Giveway' road markings.

3.12 Although currently there are two street name plates on either side of Urwick Road one reading 'Church Lane', and the other reading 'Church Lane leading to Urwick Road', it is suggested that these have been installed and are different to help with deliveries and visitors.

4. CONCLUSIONS AND RECOMMENDATIONS

4.1. It is recommended that the Traffic Regulation Orders be made as advertised

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan on telephone number Tel: 07800 618251 or by email on nick.whelan@stockport.gov.uk

This is a detailed street map of the Romsdal Villas area in London. The map shows several streets: Urwick Road, Church Lane, Beech Lane, Chadkirk Road, and a road labeled 'AVENUE'. Buildings are outlined in black, with some labeled with numbers (10, 6, 2, 46, 54, 14, 17, 47, 2, 5, 1, 2) and 'The Cottage'. A green line indicates a boundary or path. A red dashed line is also visible.

314
2.614

Grave Yard

URWICK RD.

355
.954

Orangetree House

352
2.042

Orangetree Farm

347
2.400

S.D.

B.E.C.H.