

Old Road, Heaton Norris (Inc. Wharf Street, Belmont Street & Hesketh Street)

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

To approve a weight limit on part of Old Road in Heaton Norris with associated measures.

2. BACKGROUND

The Ward Councillor Spokesperson has been liaising with Network Management on behalf of occupants on the residential part of Old Road. There is an on-going environmental issue with HGV's using this part of the road (which is not an access route) with a related problem of commercial trailers being 'dumped' in a loading bay which is no longer in active use.

In view of this situation, it has been decided to introduce a weight limit on this section of Old Road and remove the loading bay.

In considering this locality, Members will be aware of the proposals to redevelop the Albion Mills site (Planning Application DC/064498) and it would make sense to coordinate the associated parking restrictions with the above as a single package.

3. PROPOSALS

The proposed measures are delineated on the attached drawings as follows:

5126-001: For the sake of clarity, it would make sense to revoke the existing Traffic Regulation Orders pertaining to the 'old' street layout at the Albion Mill Site.

5126-002: The change of land use under the application involves the closure / stopping-up of the northern parts of Old Road and Hesketh Street to allow the site to be expanded and a secure holding yard to be provided. The revised No Waiting at Any Time restrictions will consolidate the new site access (at the junction of Old Road and Wharf Street) and also Hesketh Street which will become a cul-de-sac with a turning head that can accommodate rigid axle wagons.

5126-003: The extent of the weight limit order (proposed) and loading bay (revocation) are shown. A warning sign for the weight limit will be provided on Wharf Street so that articulated wagons can divert via Sheffield Street if necessary. Note: An application is in progress for the former Sherlock Foames premises to become an MOT Garage. This change of use does not require the retention of the loading bay.

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. CONSULTATIONS

For the sake of expediency, a local consultation has not been deemed necessary as the proposed measures are not expected to be contentious. As and when the orders are advertised by Legal Services, the residential frontages and local premises will be notified and will have opportunity to return a formal objection(s) should they wish to do so.

6. FINANCIAL

As part of the Sec. 278 Agreement for the development, money is available to cover the legal cost for advertising the measures shown on drawings: **5126-001** and **5126-002** (Inc. the road lining). The associated orders for the weight limit and loading revocation can be included in the same legal advert; however, there are no additional monies from this source to fund any further measures.

The illuminated weight limit signs will require electrical ducting in the Highway where required and therefore the costs will be as follows:

Illuminated Signs (Inc. wide-base poles where needed)	£4,470
Remove Loading Bay	£ 200
Weight Limit Warning Sign	£ 200
Total	£4,870

To be funded from the delegated Ward Budget

7. TIMESCALES

If approved, the orders are expected to become operative within 12 months in line with the estimated completion of the development.

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 recommends the Cabinet Member (Highways, Parks & Leisure Services) approves the legal advertising of the Traffic Regulation Orders as set out in Appendix A and subject to no objections being received within 21 days from the advertisement date the orders can be made.

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

Appendix A

Revoke No Waiting at Any Time:

Hesketh Street

Both sides for its full length (a total distance of approx. 137 metres).

Belmont Street

Northern side from a point 5 metres West of the Western kerb line of Hesketh Street in an Easterly direction to a point 5 metres East of the Eastern kerb line of Hesketh Street.

Old Road

Both sides from the Northern cul-de-sac end in a Southerly direction for a distance of 23 metres.

Revoke No Waiting Monday to Saturday 8am – 6pm:

Old Road

From a point 13 metres North of the Northern kerb line of Wharf Street in a Southerly direction to a point 14 metres South of the Southern kerb line of Wharf Street (Inc. the Northern and Southern radius with Wharf Street).

Introduce No Waiting at Any Time:

Hesketh Street

Both sides from the Northern kerb line of Belmont Street in a Northerly direction to the new cul-de-sac end (a distance of approx. 47 metres) including the full extent of the Turning Head.

Belmont Street

Northern side from a point 5 metres West of the Western kerb line of Hesketh Street in an Easterly direction to a point 5 metres East of the Eastern kerb line of Hesketh Street.

Northern side From the Western kerb line of Old Road for a distance of 5 metres in a Westerly direction.

Old Road

Western side from the Northern kerb line of Belmont Street for a distance of 17 metres in a Northerly direction.

Eastern side from a point 5 metres North of the Northern kerb line of Wharf Street in a Southerly direction to a point 17 metres South of the Southern kerb line of Wharf Street.

Wharf Street

Northern side from the Eastern kerb line of Old Road for a distance of 10 metres in an Easterly direction.

Southern side from the Eastern kerb line of Old Road for a distance of 15 metres in an Easterly direction.

Introduce 3.5 Tonne Environmental Weight Restriction Order (Except for Access):

Old Road

Both sides from its junction with Belmont Street to its junction with Short Street East (a distance of approx. 105 metres).

Revoke Loading Only Bay - Monday to Friday 7am to 6pm:

Old Road

East side from a point 21.5 metres North of the Northern kerb line of Short Street East for a distance of 22 metres in a Northerly direction.