

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: ATF2 Edgeley to Stockport TRO's

Report to: (a) Central Stockport Area Committee
2023

Date: Thursday, 3 August

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 report an update on the progress of the scheme for the Edgeley to Stockport Active Travel Fund Scheme and seek approval for the introduction of permanent Traffic Regulation Orders (TRO) for the Moving and Static Restrictions.

Recommendation(s):

The Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertisement of the Moving and Static Traffic Regulation Orders (TROs) set out in **Appendix A** and attached drawings and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Relevant Scrutiny Committee (if decision called in): (d)
Communities & Housing Scrutiny Committee

Background Papers (if report for publication): (e)

The background papers are linked below and provide context to this report.

[Area Committee Report - Edgeley to Stockport ATF 16th September 2021](#)

[Area Committee Report - Market and Underbanks Active Travel 2nd December 2021](#)

Contact person for accessing
background papers and discussing the report

Officer: Pam Hibbert
Tel: 0161-474-4840

‘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.

ATF2 Edgeley to Stockport TRO's

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report has been prepared to present an update on the Edgeley to Stockport Active Travel Fund Scheme and to seek approval for Permanent Traffic Regulation Orders (TRO's) to be introduced.
- 1.2 The original report to present the proposed scheme and the consultation results was considered by Area Committee on 16th September 2021 and subsequently approved.
- 1.3 There has been a minimal design change at the junction of St Petersgate and Piccadilly where the previously incorporated traffic light-controlled junction has been amended to provide a give way cycle dropped kerb. This was altered following a review of vehicular, pedestrian and cycle numbers at this location and it was deemed that there was insufficient evidence to introduce a signal facility and the amended proposal will be more than adequate to provide the required accessibility.
- 1.4 There is also a requirement for the proposed Traffic Regulation Orders to be considered and approved to ensure the scheme is implemented successfully.

2. BACKGROUND

- 2.1. Stockport Council is working hard with Transport for Greater Manchester to reduce air pollution and tackle climate change whilst also encouraging people to become more active. Part of this approach is making it easier for residents to increase the amount of walking and cycling they do on a daily basis. Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive.
- 2.2. A consultation on proposals to provide an improved pedestrian and cycle route between Edgeley and Stockport town centre was undertaken between 7th June and 2nd July 2021. The purpose of the consultation was specifically to inform the public, local residents, businesses and interest groups of the proposals and capture their comments. A full and inclusive consultation was undertaken and involved stakeholders including the public, local businesses and interest groups.
- 2.3. To ensure the scheme is successfully implemented and operates effectively, the introduction of updated Traffic Regulation Orders are legally required for the proposed cycle contraflow on St Petersgate, the proposed raised pedestrian and cycle crossings on Duke Street and Wellington Street and for the associated changes to parking and loading restrictions in the area to be enforced.
- 2.4. This report requests that the Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertisement of the Moving and Static Traffic Regulation Orders (TRO) set out in Appendix A and

attached drawings and subject to no objections being received within 21 days from the advertisement date, the order can be made.

3. PROPOSALS

3.1. The proposals are predominantly the same as those contained within the two previous Area Committee reports which are linked in the background papers section but, with the exception to the change at St Petersgate and Piccadilly junction which is detailed below and shown on the drawings attached to this report.

3.2. Lord Street

- The installation of a bollard at the northern end of Loonies Court that will prevent access to Loonies Court from Norbury Street;
- Prohibition of access for motor vehicles into Lord Street at its junction with Wellington Street with the footway on Wellington Street extended across the junction. Turning facilities are provided at the access to the Textillis House car park which is adopted Highway.
- A 'Tiger' type parallel pedestrian and cycle crossing is provided across Wellington Street at this point.
- No Waiting at Any Time order in the vicinity of the proposed parallel Tiger crossing on Wellington Street and removal of existing flat top hump on Wellington Street;
- Prohibition of access for motor vehicles into Lord Street at its junction with Duke Street including removal of parking and creation of an extended pedestrian and cycle only area. This will connect to St Peters Square via a new Tiger type crossing over Duke Street; and
- No Waiting at Any Time order in the vicinity of the proposed parallel zebra crossing on Duke Street.

3.3. St Petersgate closure to through traffic and improved cycle provision

- South of the closure on St Petersgate Bridge, there will be no changes to restriction introduced to vehicle movements on Petersgate/ St Petersgate, with access to the Merseyway Car Park being unaffected by the proposals.
- The provision of a marked out cycle lane to allow cyclists to travel in the opposite direction to general traffic, making St Petersgate two-way for cycling. St Petersgate to remain one-way for vehicles. Changes to parking, taxi and loading bays are also proposed on St Petersgate.
- The introduction of a give way cycle access for cyclists travelling along St Petersgate in a north / south movement.

3.4. A set of plans are provided in Appendix B.

4. LEGAL POSITION/IMPLICATIONS

4.1. 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.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. The introduction of a traffic light-controlled junction at the Piccadilly / St Petersgate junction has been replaced with a give way cycle access for cyclists travelling along St Petersgate in north / south movement. The changes have been made following discussions with TfGM and the agreement that a signal-controlled junction was not necessary given the anticipated traffic flow.

6. CONSULTATION

- 6.1. The Local Ward Councillors were previously consulted and no adverse comments were received.
- 6.2. A public consultation was held in June / July 2021 with all comments received taken into consideration in the design of the scheme. The results of the consultation were submitted to Area Committee in September 2021 and there is a link to this report in the background papers.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme will be funded from the Edgeley to Stockport Active Travel Fund budget.

8. TIMESCALES

- 8.1. Should the proposals be approved and subject to the resolution of any objections received, the scheme should be ready for implementation in Winter 2023.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. 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".

9.2. 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.

10. CONCLUSIONS AND RECOMMENDATIONS

- 10.1. The Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the proposals, and recommend that the Cabinet Member for Parks, Highways, Transport Services approves the legal advertisement of the Traffic Regulation Orders (TROs) set out in Appendix A and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Background Papers

[Area Committee Report - Edgeley to Stockport ATF 16th September 2021](#)

[Area Committee Report - Market and Underbanks Active Travel 2nd December 2021](#)

Anyone wishing further information please contact Pam Hibbert on telephone number Tel: 0161-474-4840 or by email on pam.hibbert@stockport.gov.uk