

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Stockport to Offerton - Mayors Challenge Fund (MCF) Schemes – Proposed Static Traffic Regulation Orders (TROs)

Report to: (a)

Date: 19th October 2023

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 remedial Traffic Regulation Orders (TRO) work required to complete the Offerton to Stockport Mayors Challenge Fund (MCF) Schemes and to seek approval for the introduction of a Traffic Regulation Order (TRO) for Static/waiting 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 Static Traffic Regulation Order (TRO) set out in **Appendix A** and attached drawings and subject to no objections being received within 21 days from the advertisement date, that the order can be made.

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)

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.

Stockport to Offerton – Mayor Challenge Fund Schemes (MCF) - Proposed Remedial Static Traffic Regulation Order (TRO)

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 remedial Traffic Regulation Order (TRO) works required for the Offerton to Stockport Cycle and Walking Scheme which was originally promoted via The Mayor's Cycling and Walking Challenge Fund (MCF).

2. BACKGROUND

- 2.1 In recent years works have been ongoing on a Greater Manchester wide programme to make journeys on foot or by cycle easier and more attractive. Manchester's Cycling and Walking Commissioner has unveiled an innovative new plan to create a city region wide cycling network (the 'Bee Network') which 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 (MCF). This has been made possible thanks to national government's Transformation Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity.
- 2.3 In Stockport a number of schemes have been developed across the borough to improve cycling and walking routes which include the Offerton to Stockport Scheme. This scheme was subsequently approved and constructed on site.
- 2.4 After reviewing the completed Offerton to Stockport Scheme it has been identified that amendments were required to several of the Traffic Regulation Orders (TROs) associated with the scheme to enable enforcement of the restrictions and thereby prevent access and road safety which could potentially hinder the effective operation of the scheme.

3. PROPOSALS

- 3.1. The scheme has been constructed on site with the correct road markings and traffic signs in place. However, some instances have been identified where the waiting/loading restriction element of the scheme doesn't have the correct legality, due to the correct Traffic Regulation Orders (TROs) not being in place. This means that the restrictions cannot be enforced and are liable to abuse potentially leading to road safety and access problems.
- 3.2 It is therefore proposed to promote Traffic Regulation Order (TROs) to remedy these situations as described below and as outlined in the schedule contained within Appendix A and on the attached drawings.

Introduction of Waiting/Loading Restrictions – Wellington Road, Stockport

This scheme included the installation of a Toucan crossing and shared pedestrian/cycle ways on Wellington Road in Stockport. As part of this scheme which is already constructed on site amendments were made to the waiting restrictions. Unfortunately, the changes were not backed up by the correct legality, due to the Traffic Regulation Order not being sealed with the legally required 2 years. This means that the waiting restrictions in the area cannot be enforced and are liable to abuse which could cause access and road safety issues which would compromise the scheme. Therefore, it is proposed to promote a new TRO to enable enforcement of the waiting/loading restrictions to take place.

Introduction of Waiting Restrictions – Knowsley Road/Maplecroft - Offerton

This scheme included the installation of dropped crossings and a shared pedestrian/cycle track which crosses Knowsley Road/Maplecroft in Offerton. As part of this scheme waiting restrictions (Double Yellow lines) were introduced to prevent vehicles parking around the bend on Knowsley Road/Maplecroft including the section where the route crosses Knowsley Road/Maplecroft. Waiting restrictions were proposed to prevent parking which would obscure visibility for cyclists and pedestrians crossing at this point. Unfortunately, the changes were not backed up by the correct legality, due to the Traffic Regulation Order not being processed. This means that the waiting restrictions cannot be enforced and are liable to abuse which could cause access and road safety issues compromising the scheme. It is therefore proposed to promote a new TRO to enable enforcement of the waiting/loading restrictions.

Introduction of Waiting Restrictions – Salcombe Road/Offerton Road - Offerton

This scheme included the installation of a Toucan crossing and shared use cycle/pedestrian tracks on Offerton Lane close to the junction with Salcombe Road. As part of this scheme which is already constructed on site amendments were made to the waiting restrictions on Salcombe Road. Unfortunately, the changes were not backed up by the correct legality, due to the Traffic Regulation Order not being processed. This means that the waiting restrictions cannot be enforced and are liable to abuse which could cause access and road safety issues potentially compromising the scheme. It is therefore proposed to promote a new TRO to enable enforcement of the waiting/loading restrictions.

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

Various options were considered at the time of the original implementation, with the options undertaken, considered to be the most appropriate. If new Traffic Regulation Orders are not introduced it will be possible to enforce the restrictions, which could lead to issues with abuse of the restrictions and potential road safety and access problems.

6. CONSULTATION

The Local Ward Councillors have been consulted and no adverse comments were received. Residents and frontages have been consulted on the proposal, and as previously mentioned the signs/lines are already in place on street.

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from the Integrated Transport Block (ITB) 2 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 late 2023, subject to any objections received.

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

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, and 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

Previous Area Committee Report – Mayors Walking and Cycling Fund – Offerton to Stockport

Appendix A – Traffic Regulation Order Schedules.

MCF/Offerton to Stockport Tidy Up 2 Traffic Regulation Order (TRO)

Schedules

Knowsley Road/Maplecroft, Offerton DWG.NM16-MCF2-01

Proposed No Waiting At Any Time

Knowsley Road/Maplecroft, West side; From a point 23 metres south from the projected southern kerbline of George Street West in a south easterly direction for a distance of 51.5 metres.

Knowsley Road/Maplecroft, East side; From a point 23 metres south from the projected southern kerbline of George Street West in a south easterly direction for a distance of 17.5 metres.

Revocations

No Waiting At Any Time

Knowsley Road/Maplecroft, West side from a point 20 metres south west of the southerly kerbline of George Street West for a distance of approximately 55 metres in a south easterly direction.

Salcombe Road/Offerton Lane, Offerton DWG.NM16-MCF2-02

Proposed No Waiting At Any Time

Offerton Lane, North east side; From a point 4 metres north west from the projected north western kerbline of Salcombe Road in a south easterly direction for a distance of 15.5 metres.

Salcombe Road, Both sides; From its intersection with the north eastern kerbline of Offerton Lane in a north easterly direction for a distance of 31 metres.

Revocations

No Waiting At Any Time Offerton Lane, North east side; From a point 4 metres north west from the projected north western kerbline of Salcombe Road in a south easterly direction for a distance of 25 metres.

Salcombe Road, Both sides; From its intersection with the north eastern kerbline of Offerton Lane in a north easterly direction for a distance of 10 metres.

No Stopping 7.30am – 11.30pm Except Buses

Offerton Lane North east side; from a point 25 metres south east of the projected north western kerbline of Salcombe Road for a distance of 16 metres

Waterloo Road, Stockport DWG.NM16-MCF2-03

Proposed No Waiting At Any Time

Waterloo Road, South east side; From a point 28.5 metres south west from the projected south western kerbline of Canal Street in a north easterly direction to a point 21 metres north east from the projected north western kerbline of Upper Brook Street.

Waterloo Road, North west side; From a point 19 metres south west from the projected south western kerbline of Hope Carrin a north easterly direction to a point 5.5 metres south west of the

south western kerbline of Orchard Street. Waterloo Road, North west side; from its intersection with the north eastern kerbline of Middle Hillgate in a north easterly direction for a distance of 5 metres.

Hopes Carr, South west side; From its intersection with the north western kerbline of Waterloo Road in a north westerly direction for a distance of 6 metres.

Hopes Carr, North east side; From its intersection with the north western kerbline of Waterloo Road in a north westerly direction for a distance of 21 metres.

Canal Street, South west side; From its intersection with the south eastern kerbline of Waterloo Road in a south easterly direction to its intersection with the north western kerbline of Welcroft Street.

Canal Street, North east side; From its intersection with the south eastern kerbline of Waterloo Road to its intersection with the projected south eastern kerbline of Welcroft Street.

Joules Court, South west side; From its intersection with the south eastern kerbline of Waterloo Road in a south easterly direction for a distance of 58 metres.

Joules Court, North east side; From its intersection with the south eastern kerbline of Waterloo Road in a south easterly direction for a distance of 32 metres.

Upper Brook Street, North side; From its intersection with the south eastern kerbline of Waterloo Road in a north easterly direction to a point 4 metres north east from the projected western kerbline of Gorsey Mount Street.

Upper Brook Street, South side; From its intersection with the south eastern kerbline of Waterloo Road in a north easterly direction to its intersection with the western kerbline of Gorsey Mount Street.

Proposed No Waiting Monday to Saturday 8am – 6pm

Waterloo Road, North west side; From a point 5 metres north east from its intersection with the north eastern kerbline of Middle Hillgate in a north easterly direction to a point 19 metres south west from its intersection with the south western kerbline of Hopes Carr.

Waterloo Road, South east side; From a point 28.5 metres south west from its intersection with the south western kerbline of Canal Street to its intersection with the north eastern kerbline of Middle Hillgate.

Revocations

Revoke No Waiting At Any Time

Canal Street, South west side; From its intersection with the south eastern kerbline of Waterloo Road in a south easterly direction to its intersection with the north western kerbline of Welcroft Street.

Canal Street, North east side; From its intersection with the south eastern kerbline of Waterloo Road to its intersection with the projected south eastern kerbline of Welcroft Street.

Waterloo Road, South east side; From a point 19 metres north east from its intersection with the north east kerbline of Canal Street to a point 17 metres south east of the south western kerbline of Canal Street.

Waterloo Road, North west side; from its intersection with the north western kerbline of Middle Hillgate in a north easterly direction for a distance of 5 metres.

Joules Court, South west side; From its intersection with the south eastern kerbline of Waterloo Road in a south easterly direction for a distance of 56 metres.

Joules Court, North east side; From a point 24 metres south east from its intersection with the south eastern kerbline of Waterloo Road in a south early direction for a distance of 10 metres.

Waterloo Road, South east side; from a point 12 metres north east from its intersection with the north eastern kerbline of Joules Court in a north easterly direction to a point 12 metres north east from the north western kerbline of Upper Brook Street.

Upper Brook Street, North side; From its intersection with the south eastern kerbline of Waterloo Road in an easterly direction to a point 6 metres north east from the projected eastern kerbline of Gorse Mount Street.

Upper Brook Street, South side; From its intersection with the south eastern kerbline of Waterloo Road in an easterly direction to its intersection with the western kerbline of Gorse Mount Street.

Revoke No Waiting Monday to Saturday 8am-6pm

Waterloo Road, North west side; From a point 5 metres north east from its intersection with the north eastern kerbline of Middle Hillgate to a point 11.5 metres north east from its intersection with the north eastern kerbline of Hopes Carr.

Waterloo Road, South east side: From its intersection with the north eastern kerbline eof Middle Hillgate to a point 17 metres southwest of the projected south westerly kerbline of Canal Street.

Hopes Carr, South west side; From its intersection with the north western kerbline of Waterloo Road in a north westerly direction for a distance of 6 metres.

Hopes Carr, North east side from its intersection with the north western kerbline of Waterloo Road in a north westerly direction for a distance of 10 metres.

Revoke No Waiting Monday to Saturday 8am-6.30pm

Waterloo Road, North west side; From a point 11.5 metres north east from its intersection with the north eastern kerbline of Hopes Carr in a north easterly direction to a point 5.5 metres south west of the projected south western kerbline of Orchard Street.

Waterloo Road, South east side; From a point 19 metres south west of its intersection with the south western kerbline of Joules Court to a point 12 metres north east of the intersection with the north eastern Joules Court in a north easterly direction for a distance of 12 metres.

Waterloo Road, South east side: From a point 12 metres north east from the projected north western kerbline of Upper Brook Street in a north easterly direction for a distance of 8.5 metres.

Revoke Pay and Display Parking Bays

Hopes Carr, North east side from a point 10 metres north west its intersection with the north western kerbline of Waterloo Road in a north westerly direction for a distance of 11 metres.