

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Town Centre Access Plan (TCAP) – Proposed Remedial Moving and Static Traffic Regulation Orders (TROs)

Report to: (a) Central Stockport Area Committee **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 Town Centre Access Plan (TCAP) Phase 1 and Phase 2 schemes and to seek approval for the introduction of Traffic Regulation Orders (TROs) for both 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, that the order can be made.

Relevant Scrutiny Committee (if decision called in): **(d)**
Communities & Transport 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.

Town Centre Access Plan (TCAP) – Proposed Remedial Moving and Static Traffic Regulation Orders (TROs)

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 to complete the Town Centre Access Plan (TCAP) Phase 1 and Phase 2 Schemes. This includes both Static and Moving Traffic Regulation Orders (TROs).

2. BACKGROUND

- 2.1 Stockport is location in a great strategic position with first class connectivity to towns and cities regionally, nationally, and internationally by road, rail and air.
- 2.2 To continue building on this great strength and improving it investment has been made in the town's transport networks.
- 2.3 One of the most ambitious projects has been the £73 million pound Town Centre Access Plan (TCAP) which has made it easier for everyone to travel into the around Stockport town centre, regardless of how they travel.
- 2.4 By improving roads and junctions, providing better access and enhancing the cycling and walking routes TCAP has transformed transport networks in Stockport town centre for all.
- 2.5 Working with Transport for Greater Manchester (TfGM) and funded by the Governments Local Growth Fund, TCAP has helped to make sure that Stockport town continues to meet the needs of modern day life and is a great place to live, play and connect.
- 2.6 When the Traffic Regulation Orders (TRO) associated with the TCAP schemes for the Phase 1 and Phase 2 schemes were reviewed, it was identified that there were several discrepancies in the TROs which would need resolving to ensure that they are legally compliant and can be enforced.
- 2.7

3. PROPOSALS

- 3.1. The proposals are already constructed on site with the majority of road markings and traffic signs in place. However, these schemes don't have the correct Legality via Traffic Regulation Orders (TRO) being in place. This means that the restrictions

cannot be enforced and are liable to abuse, which can lead to road safety and access problems.

- 3.2. It is therefore proposed to promote Traffic Regulation Orders (TROs) to remedy this situation as described below and as detailed in the schedule detailed within Appendix A and on the attached drawings.

Introduction of Loading/Unloading Bay on Heaton Lane, Stockport.

The Loading Bay on Heaton Lane outside the Travel Lodge Hotel, on Heaton Lane is marked out on site with road markings, but it does not have an associated Traffic Regulation Order (TRO) and hence cannot be legally enforced. This is leading to issues with vehicles parking in the bay and which prevents legitimate loading/unloading. It is therefore proposed to introduce a TRO to make the Loading Bay (1 hour no return within 1 hour) legally enforceable and hence deal with these issues. The frontages have been consulted and agree with this proposal.

Revocation of Traffic Regulation Order (TRO) for Prohibition of Driving Order – Bridgefield Street, Stockport.

When the new Prohibition of Driving Order Traffic Regulation Order (TRO) which allowed cycles along Bridgefield Street was introduced, the then existing Traffic Regulation Order (TRO) which didn't allow cycling was not revoked/removed. To enable effective enforcement, the old obsolete TRO is proposed to be revoked/removed. The correct signage for the new POD Order is on site.

Hempshaw Lane/Longshutt Lane – Proposed Waiting/Loading Restrictions.

The Traffic Regulation Order (TRO) required to introduce the waiting restrictions which formed a part of this scheme were legally advertised with no objections being received. The associated line markings/traffic signs have been introduced on site. However, the Traffic Regulation was not sealed within the required 2-year period, and therefore legally it will now be necessary to promote a new TRO to enable enforcement and help prevent access and road safety issues.

Hempshaw Lane/Longshutt Lane/St Marys Way – Proposed Moving Traffic Regulation Order – Proposed U Turn Prohibition.

The Traffic Regulation Order (TRO) required to introduce the Prohibition of 'U' Turns which formed part of this scheme were legally advertised with no objections being received. The associated traffic signs have been introduced on site. However, the Traffic Regulation was not sealed within the required 2-year period, and therefore legally it will now be necessary to promote a new TRO to enable enforcement and thereby help prevent potential access and road safety issues.

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 not 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.

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from the Town Centre Access Plan (TCAP) 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

None

Appendix A – Traffic Regulation Order Schedules.

Introduction of Loading/Unloading Bay on Heaton Lane, Stockport

Static Traffic Regulation Order (TRO)

Proposals

Proposed No Waiting At Any Time

Heaton Lane, North Side; from its intersection with the south western kerbline of Wellington Road North to its intersection with the eastern kerbline of Great Egerton Street.

Heaton Lane, South Side; from its intersection with the south western kerbline of Wellington Road North to a point 10 metres south west from the south western kerbline of Cotton Tree Street.

Heaton Lane, South Side; from its intersection with the eastern kerbline of Kings Street West to a point 27 metres south west from the south western kerbline of Cotton Tree Street.

Proposed No Loading/Unloading Monday to Friday 7am-10am & 4pm-7pm

Heaton Lane, North Side; from its intersection with the south western kerbline of Wellington Road North to its intersection with the eastern kerbline of Great Egerton Street.

Heaton Lane, South Side; from its intersection with the south western kerbline of Wellington Road to a point 10 metres south west from the south western kerbline of Cotton Tree Street.

Heaton Lane, South Side; from its intersection with the eastern kerbline of King Street West to a point 27 metres south west from the south western kerbline of Cotton Tree Street.

Proposed Loading Bay – 24 Hours – All days – 1 hour No return within 1 hour.

Heaton Lane, South Side; from a point 10 metres south west from the south western kerbline of Cotton Tree Lane in a south westerly direction for a distance of 17 metres.

Revocations

THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (ASTLEY STREET/CHESTERGATE AREA) (PROHIBITION OF WAITING/PROHIBITION AND RESTRICTION OF LOADING AND UNLOADING, LOADING/UNLOADING BAYS) ORDER 2019

SCHEDULE 1 – No Waiting at any Time

Heaton Lane, both sides between its junction with Heaton Lane roundabout to the projected westerly kerbline of the A6 Wellington Road North.

SCHEDULE 2 -No Loading Monday to Friday 7am-10am & 4pm-7pm

Heaton Lane, both sides between its junction with Heaton Lane roundabout to the projected westerly kerbline of the A6 Wellington Road North.

Revocation of Traffic Regulation Order (TRO) for Prohibition of Driving Order – Bridgefield Street, Stockport

Moving Traffic Regulation Order

Revocations

THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (REDROCK, STOCKPORT) (20MPH SPEED LIMIT) (PROHIBITION OF DRIVING) AND (ONE WAY TRAFFIC) ORDER 2018

Revoke SCHEDULE 2 – PROHIBITION OF DRIVING – PEDESTRIAN ZONE

Bridgefield Street from a point 15 metres east of the projected eastern kerblines of Port Street for a distance of 190 metres to a point 4 metres west of the projected western kerblines of Hatton Street.

Hempshaw Lane/Longshutt Lane – Proposed Waiting/Loading Restrictions.

Static Traffic Regulation Order (TRO)

Proposals No Waiting At Any Time

Brundrett Street, West side; for its full length.

Hempshaw Lane(East Section), North side; from its intersection with the western kerblines of Brundrett Street in a westerly direction to its intersection with the eastern kerblines of St Marys Way.

Hempshaw Lane(East Section), South side; from its intersection with the western kerblines of Christie Street in a westerly direction to its intersection with the south eastern kerblines of Hempshaw Lane.

Hempshaw Lane, North west side; from its intersection with the eastern kerblines of Higher Hillgate to where it joins the western kerblines of St Marys Way.

Hempshaw Lane, South east side; from its intersection with the southern kerblines of Hempshaw Lane (East Section) to a point 38.5 metres south west from the western kerblines of Jones Square.

Hempshaw Lane, South east side; from a point 55.5 metres south west from its intersection with the western kerblines of Jones Square to its intersection with the eastern kerblines of Higher Hillgate.

Higher Hillgate west side from a point 6 metres south of the projected southerly kerblines of Longshutt Lane in a southerly direction for a distance of 18 metres.

Ward Street cul-de-sac end, North side; from the western kerblines of Ward Street(Cul-de-sac end) for a distance of 6 metres in a north easterly direction.

Longshutt Lane, Both sides; from its intersection with the western kerblines of Higher Hillgate in a south westerly direction for a distance of 80 metres.

Proposed No Loading/Unloading Monday to Sunday 7am-10am & 4pm-7pm

Hempshaw Lane(East Section) North side; from a point 58 metres west of its intersection with the western kerblines of Brundrett Street in a westerly direction to its intersection with the south eastern kerblines of St Marys Way.

Hempshaw Lane(East Section), South side; from its intersection with the south eastern kerbline of Hempshaw Lane in a south easterly direction for a distance of 45 metres.

Hempshaw Lane, North west side; from its intersection with the eastern kerbline of Higher Hillgate to where it joins the north western kerbline of St Marys Way.

Hempshaw Lane, South east side; from its intersection with the southern kerbline of Hempshaw Lane (East section) to a point 38.5 metres south west from the western kerbline of Jones Square.

Hempshaw Lane, South east side: from a point 55.5 metres south west from its intersection with the western kerbline of Jones Square to its intersection with the eastern kerbline of Higher Hillgate.

Higher Hillgate, West side; from a point 6 metres south of the projected southerly kerbline of Longshut Lane in a southerly direction for a distance of 18 metres.

Proposed Limited Waiting 1 Hour No Return within 3 Hours

Hempshaw Lane, South side; from a point 38.5 metres south west of the projected westerly kerbline of Jones Square in a south westerly direction for a distance of 17 metres.

Revocations of Existing TROs

Revoke No Waiting At Any Time:

Brundrett Street, West side, for its entire length.

Hempshaw Lane (East Section), North side; from its intersection with the projected western kerbline of Brundrett Street to its junction with St Mary's Way.

Hempshaw Lane (East Section), South side; from the projected westerly kerbline of Christie Street in a westerly direction to its junction with Hempshaw Lane.

Hempshaw Lane, North side; from its intersection with the eastern kerbline of Higher Hillgate in an easterly direction of a distance of 27 metres.

Hempshaw Lane, South side, from its intersection with the eastern kerbline of Higher Hillgate in a north easterly direction for a distance of 19 metres.

Hempshaw Lane (South west bound carriageway), North side; From its intersection with the projected eastern kerbline of Jones Square in north easterly direction for a distance of 40 metres.

Longshutt Lane, (Both sides); From its intersection with the western kerbline of Higher Hillgate in a south westerly direction for a distance of 80 metres.

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

Higher Hillgate west side, from a point 6 metres south of the projected southerly kerbline of

Longshut Lane for a distance of 18 metres in a southerly direction.

Hempshaw Lane/Longshutt Lane/St Marys Way – Proposed Moving Traffic Regulation Order – Proposed U Turn Prohibition.

Moving Traffic Regulation Order (TRO)

Proposed Prohibition of U-Turns

Hempshaw Lane (East section); Travelling in a north westerly direction from a point 8 metres south east of the projected south eastern kerbline of St Marys Way to a point 29 metres north west of the projected south eastern kerbline of St Marys Way.

Hempshaw Lane; Travelling in a north easterly direction from a point 5 metres south west of the projected southern kerbline of Hempshaw Lane (East section) to a point 30 metres north east of the projected southern kerbline of Hempshaw Lane (East section).

Hempshaw Lane; Travelling in a south westerly direction from a point 18 metres north east of the projected easterly kerbline of Higher Hillgate to a point 22 metres south west of the projected easterly kerbline of Higher Hillgate.

Longshut Lane; Travelling in a westerly direction from a point 32 metres north east of the projected westerly kerbline of Wellington Road South (south arm) to a point 13 metres south west of the projected westerly kerbline of Wellington Road South.

Longshut Lane West; Travelling in an easterly direction from a point 10 metres south west of the projected westerly kerbline of Wellington Road South (south arm) to a point 46 metres north east of the projected westerly kerbline of Wellington Road South.

Wellington Road South, Travelling in a northerly direction from a point 2m south east of the projected southerly kerbline of Longshut Lane to a point 36m north west of the projected southerly kerbline of Longshut Lane.

Revocations of Existing TROs

Revoke Prohibition of U Turns at: The junction of Hempshaw Lane and St Mary's Way. The junction of Hempshaw Lane and Higher Hillgate.