

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Proposed Traffic Regulation Order on Rodney Drive, Mill Street and Hyde Road, Bredbury**

**Report to: (a)** Werneth Area Committee

**Date: 27<sup>th</sup> November 2023**

**Report of: (b)** Director for Place Management

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

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:**

To seek the approval for the introduction of Traffic Regulation Order (TRO) in relation to the CRSTS Bredbury to Woodley Walking and Cycling Improvements.

**Recommendation(s):**

The Director for Place Management requests that the Bredbury & Woodley Area Committee consider and comment on this report and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertising of the following Traffic Regulation Order (TRO) set out in **Appendix A** 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)**

[Stockport Council - Agenda for Werneth Area Committee on Monday, 28th November, 2022, 6.00 pm](#)

Contact person for accessing background papers and discussing the report

**Officer:** Gemma Brady  
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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.

**Proposed Traffic Regulation Order 'No Waiting At Any Time' on Rodney Drive, Mill Street and Hyde Road, Bredbury**

Report of the Director for Place Management

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To seek the approval for the introduction of a Traffic Regulation Order (TRO) CRSTS Bredbury to Woodley Walking and Cycling Improvements.

**2. BACKGROUND**

- 2.1. As part of the City Region Sustainable Travel Settlements (CRSTS) a consultation took place between 30<sup>th</sup> September and 23<sup>rd</sup> October 2002 regarding the proposals to improve active travel routes between Bredbury and Woodley, which included the improvement of existing unbound footpaths/bridleways, modifications to existing junctions to improve safety and create new cycling links to Woodley Precinct.
- 2.2. The consultation was undertaken between residents and businesses in Bredbury and Woodley, where it was proposed to deliver improvements to the Mill Lane/Rodney Drive junction as the existing layout is hard to navigate for pedestrians and confusing for vehicle drivers. It was proposed to simplify the junction for all users.
- 2.3. A road closure was proposed at the junction of Mill Lane (West) and Hyde Road, which would prevent vehicular access but allow for pedestrians and cyclists. A new turning head would be provided at its southern end to allow for service and refuse vehicle manoeuvres. Please note that it is not proposed to make any changes to the main Mill Lane / Hyde Road junction adjacent to the Woodley Arms Public House. Mill Lane (West) would still be accessible to vehicles from Rodney Drive.
- 2.4. As part of the original report the moving traffic regulation order 'One Way' on Mill Lane was included, however the changes to the 'No Waiting At Any Time' were omitted and this report is to verify all traffic regulation orders, moving and static.

**3. PROPOSALS**

- 3.1. The current Traffic Regulation Order (TRO) 'No Waiting At Any Time' (double yellow lines) and the current Moving Traffic Regulation Order (MTRO) 'One Way Traffic' are to be revoked as part of this scheme, as shown on **Drawing No: D/5161A/TRO/004** and **D/5161A/TRO/003**
- 3.2. A Traffic Regulation Order (TRO) 'No Waiting At Any Time' (double yellow lines), is proposed as shown on **Drawing No: D/5161A/TRO/001** to accommodate the alterations in the kerb line and provide full junction protection for the area. A prohibition of entry except cycles to accommodate the road closure at the junction of Mill Lane (West) and Hyde Road **Drawing No: D/5161A/TRO/005**.

## **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. CONSULTATION**

- 5.1. Though the original report consulted on the moving orders, it did not include the 'No Waiting At Any Time' at the junctions. To expedite the process it is proposed to notify affected frontages in the form of a letter drop which will run concurrent with the legal notice period. This will give residents the opportunity to comment on these proposals.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 The scheme cost estimates are to be determined. A costing exercise will be undertaken when the scheme is more developed in design. Please note that approval of any scheme or part of scheme does not guarantee that sufficient finance will be available to implement it. Granting of funding will be subject to submission (and approval) of a business case to the CRSTS approval.

## **7. TIMESCALES**

- 7.1. If approved, a business case for the scheme is due to be submitted this financial year with elements of delivery commencing 2023/2024.

## **8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT**

### **8.1. 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".

### **8.2. 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.

## **9. CONCLUSIONS AND RECOMMENDATIONS**

- 9.1. The Director for Place Management requests that the Werneth Area Committee consider and comment on this report and recommend that the Cabinet Member for Highways, Parks and Leisure Services approves the legal advertising of the following Traffic Regulation Order (TRO) 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**

[Stockport Council - Agenda for Werneth Area Committee on Monday, 28th November, 2022, 6.00 pm](#)

Anyone wishing further information please contact Gemma Brady on [gemma.brady@stockport.gov.uk](mailto:gemma.brady@stockport.gov.uk)

## **Appendix A**

### **Bredbury & Woodley**

#### **Proposed Static**

##### **No Waiting at Any Time**

###### **Rodney Drive, North-west side**

from its junction of the south westerly kerb line of Mill Lane, for a distance of 17 metres in a westerly direction.

###### **Rodney Drive, South-east side**

from its junction of the south-easterly kerb line of Mill Lane, for a distance of 6 metres in a westerly direction.

###### **Rodney Drive, South side**

No Waiting at Any Time from its junction of the north westerly kerb line of Mill Street, for a distance of 10 metres in a westerly direction.

###### **Mill Lane, South-west side**

from its junction of the south-easterly kerb line of Rodney Drive, for a distance of 5 metres in a south easterly direction.

###### **Mill Lane, South-west side**

from its junction of the north-westerly kerb line of Rodney Drive, for a distance of 10 metres in an northerly direction.

###### **Mill Street, East side**

from its junction of the south-easterly kerb line of Rodney Drive, for a distance of 23 metres in a southerly direction.

###### **Mill Street, West side**

from its junction of the south-easterly kerb line of Rodney Drive, for a distance of 85 metres in a southerly direction, and for a further 5 metres in an easterly direction and for a distance of 16m in a northerly direction including the turning head.

##### **No Waiting Monday to Saturday 08:00am to 07:00pm**

###### **Hyde Road, North side**

from its junction with the north easterly kerbline of Church Street for a distance of 76 metres in a easterly direction.

##### **No Loading Mon-Sat 8am-9.30am & 4.30pm-6pm**

###### **Hyde Road, North side**

from its junction with the north easterly kerbline of Church Street for a distance of 76 metres in a easterly direction

#### **Proposed Moving**

##### **Prohibition of Driving except cycles**

###### **Mill Street, both directions**

From its junction with Hyde Road for a distance of 5 metres in a north westerly direction

**Revocation of Static Traffic Regulation Order:**

**No Waiting at Any Time**

**Mill Street, East side**

From its junction with Mill Lane, for a distance of 10 metres in a southerly direction.

**Mill Street, East side**

From its junction with Hyde Road for a distance of 22 metres in a north westerly direction.

**Mill Street, West side**

From its junction with Rodney Drive in a south easterly direction to its junction with Hyde Road

**No Waiting Monday to Saturday 08:00am to 07:00pm**

**Hyde Road, North side**

from its junction with the north easterly kerbline of Church Street for a distance of 76 metres in a easterly direction.

**No Loading Mon-Sat 8am-9.30am & 4.30pm-6pm**

**Hyde Road, North side**

from its junction with the north easterly kerbline of Church Street for a distance of 76 metres in a easterly direction

**Revocation of Moving Traffic Regulation Order:**

**One Way Traffic**

**Mill Street, South to North**

From its junction with Hyde Rd to its junction with Rodney Drive for its entire length.