

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

**Subject:** ATF2 Edgeley to Stockport Objection Report

**Report to:** (a) Central Stockport Area Committee  
November 2023

**Date:** Thursday, 30

**Report of:** (b) Joint report of the Director of Place Management and Assistant Director -  
Legal & Democratic Governance

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

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:** To consider a number of objections to the proposed Traffic Regulation Orders (TRO)s for the ATF2 Edgeley to Stockport scheme.

**Recommendation(s):**

The Central Stockport Area Committee is asked to recommend that the Cabinet Member for Parks, Highways and Transport Services approves the Traffic Regulation Order as originally advertised.

**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

**Officer:** Zoe Allan  
Tel: 0161-474-4907

**'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 Objection Report****Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance****1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report is to advise committee members of four objections received to the proposed introduction of Traffic Regulation Orders (TRO's) throughout the Edgeley to Stockport scheme to support the proposed measures along Lord Street, Wellington Street, Norbury Street, Duke Street, St Peters Square, Piccadilly, Mersey Square and St Petersgate.
- 1.2 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

**2. INFORMATION AND ADVICE**

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.

**3. OBJECTIONS AND COMMENTS**

- 3.1. A total of four objections have been received in response to the on street legal advertising of the TRO's. The objections are duplicates and raise concerns relating to the removal of parking in the area due to the proposed southbound contraflow cycle lane on St Petersgate, stating that the presence of double yellow lines has allowed for parking during certain hours, ensuring that customers are able to park and have access to their establishments and that this would negatively affect their businesses.
- 3.2. The emails stated there is an appreciation for efforts to promote environmentally friendly modes of transportation, but the change will have a disproportionately negative impact on our business without a suitable alternative parking solution in place. Further, a request was made to seek alternative routes for cyclists.
- 3.3. The objections and points contained within each email have been analysed with the following response.
- 3.4. The current restrictions along the area in question between the junctions of Piccadilly and High Bank Side include:
  - No waiting at any time restrictions (double yellow lines) on both sides of St Petersgate; and
  - A taxi rank operating from 6pm to 3am located on the north western side of St Petersgate.
- 3.5. The restrictions along this section of St Petersgate do not currently permit any parking to take place, with the exception of the taxi rank during the hours stated

above. Civil enforcement officers would be legally within their rights to ticket vehicles parked in this location who are not actively loading for a short period of time or a taxi.

- 3.6. The proposed restrictions include a southbound contraflow cycle lane on St Petersgate and no waiting and no loading at any time restrictions between the junctions of Piccadilly and High Bank Side which are key to maintaining the safety of cyclists travelling in the opposing direction to vehicles. These proposals are part of a wider network of schemes to promote walking and cycling throughout the Town Centre and consequently the proposed traffic regulation orders are required to facilitate the overall scheme. Where possible and to mitigate any impact on businesses in the area, loading bays have been proposed further along St Petersgate and on Fletcher Street.
- 3.7. The concerns of local businesses have been taken into account and provision for loading has been made available within the scheme, with Merseyway Car Park and on street parking further along St Petersgate located a short walk away from this area.
- 3.8. The possibility to provide a loading bay in this area would be compromise the safety of cyclists due to the limited carriageway width. There are also no alternative cycle routes which would not adversely affect and impact the entirety of the scheme. Therefore the objections would put the proposed contraflow cycle lane in jeopardy and impact on the scheme objectives. In addition, the concerns and objections raised are associated with parking and not loading, and the current restrictions do not support the ability to park at present.

#### **4. PROPOSED AMENDMENT TO THE ORDER**

- 4.1. It is proposed that no amendments be made to the proposals and that the Traffic Regulation Orders be made as advertised.

#### **5. FINANCIAL IMPLICATIONS**

- 5.1. There are no financial implications arising from the recommendations in this report.

#### **6. LEGAL IMPLICATIONS**

- 6.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

#### **7. REASONS FOR RECOMMENDATIONS**

- 7.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 7.2. The Committee should make a decision in respect of the objection/s received so that the scheme can be progressed and the No waiting at any time restrictions introduced or abandoned.

#### **8. ALTERNATIVES CONSIDERED**

8.1. The alternative to the proposals laid out within this report would significantly impact the delivery of the scheme.

## **9. RECOMMENDATIONS**

9.1. It is recommended that:

9.2. the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;

9.3. the Area Committee recommend that the Cabinet Member for Parks, Highways and Transport Services approves the Traffic Regulation Order as originally advertised;

9.4. That the objectors are informed of the decision.

### Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Zoe Allan and Sue Stevenson on telephone number Tel: 0161-474-4907 or by email on [zoe.allan@stockport.gov.uk](mailto:zoe.allan@stockport.gov.uk) or [Sue.stevenson@stockport.gov.uk](mailto:Sue.stevenson@stockport.gov.uk) .