

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Integrated Transport Block (ITB) Phase 2 – Newland Road Traffic Calming

Report to: (a) Cheadle Area Committee
2024

Date: Tuesday, 23 January

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

This report provides the results of the recent consultation undertaken on the Integrated Transport Block (ITB) Phase 2 proposals for an improved walking and cycling route along Newland Road between Manchester Road and the Café/Park car park, seeks approval for the introduction of the scheme and permanent Traffic Regulation Orders (TRO's).

Recommendation(s):

The Director of Place Management requests that the Cheadle Area Committee recommend the approval for the scheme and approval for the legal advertisement of the 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 & Transport Scrutiny Committee

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

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Nick Whelan
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.

Integrated Transport Block (ITB) Phase 2 – Newland Road Traffic Calming

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Stockport Council has successfully bid for funding from the Integrated Transport Block (ITB) Phase 2 to progress a number of schemes across Stockport where there are missing links in or improvements to infrastructure for pedestrians and cyclists.
- 1.2 As part of the funding, a scheme has been identified to design and implement a traffic calmed route on Newland Road in Cheadle.
- 1.3 A public consultation was held throughout October 2023 and this report details the results of this consultation and the associated recommendations.

2. BACKGROUND

- 2.1. In 2020, the Cheadle Towns Fund was established and schemes were developed including a route for cyclists utilising the quiet roads of Oak Road and Queens Gardens with a Sparrow crossing on Cheadle Road providing a connection between the two areas and this was implemented in 2022. Works included a new link from Queens Gardens to Newland Road.
- 2.2. Whilst the new link provides an excellent walking and cycling route into Abney Park from the south Newland Road also provides access to one of the car parks in the Park and comment has been received about the speed at which some drivers use the road. This could be of detriment to pedestrian and cyclist safety, especially near to the railway bridge where forward visibility is very limited.

3. PROPOSALS

- 3.1. To provide the desired quiet route on Newland Road into Abney Hall Park and link the recently implemented pedestrian and cycle scheme on Queens Gardens, it is proposed to introduce the following measures.
- 3.2. These are shown on Dwg no. 5224_06_100_01 and 02, and are described below:
 - 5 no. speed humps to reduce vehicular speeds along Newland Road.
 - An Abney Hall Park entrance sign located on the eastern side of Newland Road, close to the junction with Manchester Road.
 - 2 no. Quiet Lane signs at either end of the route.

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. No other alternative solutions were considered.

6. CONSULTATION

6.1. A public consultation exercise was undertaken within the vicinity of the proposals between Friday 29th September and Sunday 29th October 2023. The consultation comprised a letter drop to properties on Newland Road and temporary signage erected on lighting columns directing the public to the Stockport Council's 'have your say' webpage. The scheme proposals, as consulted upon, are outlined in drawing 5224_06_100_01 and 02 Rev A in Appendix B.

6.2. The Local Ward Councillors were previously consulted with positive feedback received.

6.3. The public consultation exercise invited members of the public to answer an online survey and provide comments on the proposed scheme. A summary of the responses to the consultation questions and more detailed comments are provided below.

6.4. The public were asked, 'To what extent do you agree with the proposals to provide traffic calming measures along Newland Road to create a quiet lane?'

6.5. A total of 55 responses were received following the survey and the split of responses is shown in Table 1.

Question - To what extent do you agree with the proposals to provide traffic calming measures along Newland Road to create a quiet lane?							
Respondents	Strongly Agree	Agree	Neither Agree/ Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	12	3	0	4	36	0	55
%	22	6	0	7	65	0	100

Table 1: Summary of responses

6.6. From the results shown in Table 1, the summary of responses indicates a total of 40 people disagreed to the proposal, with 15 agreeing to the proposed scheme.

6.7. A summary of comments received online relating to the proposed scheme is provided below and has been split between comments from those who are for the proposals and those who are against the scheme.

6.8. The comments in relation to respondents who agreed with the proposals are summarised as follows:

- This is long overdue! It is hazardous to say the least. You need to either build adequate pavements or speed bumps - ideally both. We are forced to walk in the road as there are no pavements and dodge cars that use the road far too quickly.
- Absolutely necessary for the safety of pedestrians including children, pets and wildlife.
- A fantastic idea to calm traffic along this road and promote cycling and walking. There is a blind bend at the railway bridge and I have seen motorists going too fast around this corner. I use this route regularly to cycle south to Wilmslow and I use the new crossing leading into Bruntwood Park. Excellent idea.
- It's a nightmare with speeding traffic a great proposal might be good to put a dedicated pedestrian path or upgrade path by the pond.
- The Queens Road shared use path links to Newlands Road about halfway along the section covered by the proposal. However, it links to a footpath (Not shared use). There is no proposal for a dropped kerb at this point to enable cyclists to smoothly traverse from the shared use footpath onto Newlands Road.
- Traffic calming here is very welcome, especially at the blind-corner under the railway bridge; however, the design of speed humps needs to take into account all cycle users - including child trailers and specialist mobility-needs cycles.

6.9. The comments from those who agreed to the proposal were in response to safety of users, with some providing suggestions on how to improve the scheme further and ensure it is suitable for all.

6.10. In contrast, those who disagreed with the proposals commented on the following:

- The Quiet Lane signs are welcome. The speed bumps however would adversely affect cyclists. I am not convinced that there is sufficient problem on this road to require speed bumps.
- This will be dangerous, congested around where the car lot is.
- The proposed speed humps will not reduce speeds which are low to commence with, but they will distract drivers from other matters, people dogs, squirrels, birds etc.
- Extremely dangerous as cars coming off the garage, someone could/ will potentially get run over. I can't even believe this is being thought about. Unbelievable.
- It will cause me more problems getting to Didsbury than I have now I really don't want this to happen thank you.
- No!! Not unless someone wants to buy 2nd hand clothes from the high street. Not get rid of cars sales and established shops and as I mentioned attract new people to the high street, bearing in mind we have another station within walking distance.
- It's a small village with a really bad congested junction and will make it completely gridlocked inevitably will create more issues and traffic congestion never mind the noise to the local community already this is already a dangerous junction.
- Car garage at the bottom is very busy and it would cause too much congestion so I think this is a bad idea.
- Horrific idea! This would result in substantial amounts of traffic throughout the local area. Small business are finding it hard as it is due to limited space to load

and unload. Not to mentioned the potential danger these schemes would have on the general public in an already highly congested area.

- Strongly oppose this. A dangerous junction for bikes lots of blind spots. Speed bumps would inevitably cause even more congestion and take us longer to commute. Dangerous to locate it there with the car garage just not enough space the road is far too narrow. Never mind the noise from the traffic going over the speed bumps. Absolutely terrible proposal.
- Tiny little village which is already congested. The road is not wide enough for the traffic as it is never mind with a cycle lane. Speed bumps will just make more congestion. Dangerous place to put the cycle lane small lane down the side of the garage. Will create absolute chaos!!!! No thank you.
- Strongly disagree. Dangerous proposal, too much congestion already. Dangerous to cyclists.

6.11. The general concerns raised from respondents who disagreed with the proposals suggested the scheme was dangerous and it would create more congestion. It is generally not the case that schemes which proposed traffic calming measures of this nature would be considered as dangerous. The general concerns raised from respondents who disagreed with the proposals suggested the scheme was dangerous and it would create more congestion. It is generally not the case that scheme would be considered as dangerous with the proposal of traffic calming measures. With regards to the concerns relating to congestion, Newland Road is a lightly trafficked route to the car park of the park grounds and café. Implementing a quiet lane with traffic calming is not likely to see an increase in vehicles. The proposals relate to slowing vehicles down between Manchester Road and the car park to make the route safer for cyclists and pedestrians to utilise the carriageway space at certain locations. Therefore, reduced speeds on approach to the blind bend where the railway line crosses over the carriageway may limit conflicts between two oncoming vehicles or conflicts between vehicles and pedestrians / cyclists travelling in opposing directions.

6.12. There were several references to the conflict between cyclists / pedestrians and vehicles from the car garage. Newland Road is an existing byway open to all traffic. This is defined as 'a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used'. Consequently, the route is used by vehicles, pedestrians and cyclists currently, and the proposed changes of traffic calming and additional signs are unlikely to create a dangerous scheme which introduces conflicts.

6.13. Whilst the overall feedback of the proposal was not in favour of the scheme, many of the comments and concerns provided do not appear to fit with the proposals suggested and therefore it is recommended the scheme is progressed to detailed design for construction.

6.14. Following the consultation, there have been some small changes, including the implementation of no waiting at any time restrictions and bollards at the entrance to the car park, near the café to protect the verges and retain visibility for vehicles entering and exiting the car park. The drawing reference for this proposal is 5224_06_100_01 and 02 Rev B and is shown in Appendix C.

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from ITB Phase 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 Summer 2024.

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 Area Committee is asked to comment on this report and give approval to proposed scheme.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nick Whelan on telephone number Tel: 0161-474-4907 or by email on nick.whelan@stockport.gov.uk

Appendix A -TRO Schedules

Newland Road, Cheadle

Proposals

No Waiting At Any Time

Newland Road (North/North West Side) - From its intersection with the eastern kerbline of Manchester Road in a north easterly direction to a point 5 metres north from its intersection with the projected northern kerbline of Abney Hall Park Access Road.

Newland Road (South/South East Side) – From a point 11.5 metres north east from its intersection with the easter kerbline of Manchester Road in a north easterly direction to a point 5 metres north from its intersection with the projected northern kerbline of Abney Hall Park Access Road.

Newland Road (South Side) - From its intersection with the eastern kerbline of Manchester Road in a north easterly direction for a distance of 2.5 metres.

Abney Hall Park Access Road – From its intersection with the eastern kerbline of Newland Road in an easterly direction for a distance of 9 metres.

Limited Waiting – Monday to Saturday 8am-6pm – 2 hours no return within 2 hours

Newland Road (South Side) – From a point 2.5 metres north east from its intersection with the eastern kerbline of Manchester Road in a north easterly direction for a distance of 9 metres.

Revocations

No Waiting At Any Time

Newland Road (North Side) – From a point 8 metres north east from its intersection with the eastern kerbline of Manchester Road in a north easterly direction for a distance of 113 metres.

Newland Road (South Side) – From a point 11.5 metres north east from its intersection with the easter kerbline of Manchester Road in a north easterly direction for a distance of 116 metres.

Limited Waiting – Monday to Saturday 8am-6pm – 2 hours no return within 2 hours

Newland Road (South Side) - – From a point 2.5 metres north east from its intersection with the eastern kerbline of Manchester Road in a north easterly direction for a distance of 9 metres.

Proposed Traffic Calming Measures – Road Humps

Newland Road, located 22 metres north east from its junction with Manchester Road.

Newland Road, located 66 metres north east from its junction with Manchester Road.

Newland Road, located 114 metres north east from its junction with Manchester Road.

Newland Road, located 174 metres north east from its junction with Manchester Road.

Newland Road, located 252 metres north east from its junction with Manchester Road.