

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

**Subject: Proposed Traffic Regulation Order on Hillside Road, Pennine Road and Werneth Road, Woodley**

**Report to: (a)** Werneth Area Committee  
2024

**Date:** Monday, 4 March

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

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

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:**

To report the findings of a consultation exercise and to seek the approval for the introduction of Traffic Regulation Order (TRO) in relation to the S278 St Marks Church Cricket Club Development, Planning Ref: DC/066645.

**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)**

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 on Hillside Road, Pennine Road and Werneth Road, Woodley**

Report of the Director for Place Management

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To report the findings of a consultation exercise and to seek the approval for the introduction of Traffic Regulation Order (TRO) in relation to the S278 St Marks Church Cricket Club Development, Planning Ref: DC/066645.

**2. BACKGROUND**

- 2.1. As part of the approved planning application DC/066645, alterations have been proposed at the junctions of Pennine Road with Hillside Road and Werneth Road.
- 2.2. For clarification, this report is to address the Traffic Regulation Order(s), to support the introduction of a puffin crossing facility and the alterations of the bus stops and traffic islands, of which were consulted on as part of the Planning Application DC/066645.

**3. PROPOSALS**

- 3.1. A Traffic Regulation Order (TRO) 'No Waiting At Any Time' (double yellow lines), is proposed as shown on **Drawing No: F/5202/0100/013** to protect visibility at the junctions.
- 3.2. To legally notify the installation of the proposed controlled Puffin Pedestrian Crossing as shown on **Drawing No: F/5202/0100/013**.
- 3.3. To notify of the alteration and relation of the bus stops as shown on **Drawing No: F/5202/0100/013**.

**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. The Local Ward Councillors have been consulted and no adverse comments were received.
- 5.2. Greater Manchester Police have been consulted and have no objections.
- 5.3. From a total of 40 letters being delivered to residents, 12 (30%) responses were received. 6 (50%) supported the proposals, 3 (25%) did not support the proposals and 3 (25%) did not submit a preference.

### **Comments made by those in support of the proposals:**

- The addition of double yellow lines to improve visibility is welcome.
- Some reservations about the build out the bus stop as it could restrict flow of traffic and cause access to properties.
- The proposals don't go far enough to control traffic that will come down Hillside Road once the development is complete. A Mini roundabout would be more suitable.
- It would be a good idea to change the speed limit to 20mph.
- The controlled crossing is a good idea; however, nothing has been done to address speeding.

### **Comments made by those not in support of the proposals:**

- There will be no space to park outside the properties on Werneth Road.
- The proposals will have no significant benefit on the road safety, the double yellow lines will push parked cars further up Hillside Road causing more disruption to residents.
- The plan shows no alterations to the junction itself, only double yellow lines to protect visibility. Residents who have no choice but to park on Hillside Road do not have an adverse effect on visibility, this is cause by the adverse camber on Pennine Road. The original planning permission proposals were to build out the junction, why has this been abandoned?
- We park our second family car on Hillside Road where the proposed double yellow lines will be.

### **Comments made by those who did not submit a preference:**

- The proposals do not consider the accident history in this area. The proposed removal of the two islands will encourage speeding travelling downhill from Greave.
- There doesn't seem to be any changes to the restricted view to the right when joining Werneth Road. How will the lack of view to the right up Pennine Road be improved.
- Can you explain the reason for a bus shelter rather than stop. What does protected parking mean?

## **Traffic Services and Planning comments**

- The carriageway at the build-out is a minimum of 7m in width, which is more than sufficient to allow for two-way vehicle flow. The build-out is approximately 10m from the access to the properties and should therefore, not affect vehicle access.
- The development would be expected to generate approximately 14 two-way vehicle movements at peak hours. Modelling has shown that the junction could accommodate these movements with minimal delays or queues. Other options to improve the junction, such as a roundabout, were explored but it was concluded that these were not possible for various reasons, including land availability, visibility, and levels.
- This is a developer funded scheme. It is not considered that the requirement for the developer to fund changes to the speed limit could be justified.
- The junction improvements are essentially the same as what were consulted on as part of the planning application and approved by Werneth Area Committee. The scheme will significantly improve visibility at the junction. Double yellow lines are proposed to ensure that the junction will operate in a safe manner and visibility splays will not be impaired.
- The scheme will have a minimal impact on car parking in the area and sufficient space should be available to allow all residents to park.
- The works will improve a sub-standard junction and provide a new pedestrian crossing facility. Whilst two islands are to be removed, these will be replaced with sections of narrower carriageway which should have the same effect as the buildouts at reducing vehicle speeds.
- The scheme will significantly improve visibility at the junction, increasing visibility to the right from by 22.0m and to the left by 43.0m. The site is a significant distance from Greave Primary School and should not affect the school or associated parking.
- The scheme will have a minimal impact on car parking in the area and sufficient space should be available to allow all residents to park. The provision of a bus shelter makes bus travel a more attractive option for people and can encourage people to use the bus. Transport for Greater Manchester (TfGM) are proposing to look at improving bus services in the area following bus franchising.
- The scheme was designed to improve safety at the junction, including improving visibility, reducing vehicle speeds, and improving crossing facilities for pedestrians. Kerb lines have been tightened where possible, but are designed to ensure larger vehicles, including refuse vehicles can turn at the junction.

## **6. FINANCIAL IMPLICATIONS**

6.1 These proposals will be wholly funded by the developer.

## **7. TIMESCALES**

7.1. These will be implemented as part of the S278 St Marks Church Cricket Club Development.

## **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 Werneth Area Committee considers and comments on this report and recommends 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.

### **Background Papers**

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

## **Appendix A**

### **Hillside Road, Woodley**

#### **Both Sides:**

From the intersection of the north easterly kerb line of Pennine Road for a distance of 10metres in an easterly direction

### **Werneth Road, Woodley**

#### **Both Sides:**

From the intersection of the south westerly kerb line of Pennine Road for a distance of 10metres in a westerly direction

### **Pennine Road, Woodley**

#### **East Side:**

From a point, 10 metres north of the intersection of the northern kerb line of Hillside Road to a point, 10 metres south of the intersection of the southern kerb line of Hillside Road.

#### **West Side:**

From the intersection of the northern kerb line of Werneth Road for a distance of 24metres in a north westerly then northerly direction

### **Proposed Toucan Crossing**

#### **Werneth Road, Woodley**

From a point 31 metres from the southern kerb line of Hillside Road.